

APRIL 12th 1917

Leslie's

Illustrated Weekly Newspaper
Established in 1855

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***** "their disregard of solemn treaties and the laws of nations, their war upon our defenseless commerce, their treatment of our minister of peace could not fail to excite in me corresponding sentiments with those my countrymen have so generally expressed in their affectionate addresses to you.

"Satisfied, therefore, that you have sincerely wished and endeavored to avert war, and exhausted to the last drop the cup of reconciliation, we can with pure hearts appeal to Heaven for the justice of our cause, and may confidently trust the final result to that kind Providence, who has heretofore and so often signally favored the people of these United States."

*Written by George Washington to President John Adams,
July 13th, 1798.*



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1917

LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States

Established December 15, 1855

EDITED BY JOHN A. SLEICHER

"In God We Trust"

CXXIV

THURSDAY, APRIL 12, 1917

No. 3214



IF AN ADDED INJURY HAD BEEN NEEDED—

On the second day of the special session of Congress when patriotism was at fever heat and expressions of loyalty to the President and country were pouring in from all parts of the country, the news reached America of the sinking of the freighter *Aztec* near Quessant, off the coast of France, and the loss of 28 seamen. Without warning the U-boat had approached and its deadly torpedo sent the American ship to the bottom with scarcely time for the men to jump into the small boats. If a final insult and outrage had been needed to bring the indignation of the United States to a head it was the attack upon the *Aztec* and the murder of her sailors.—The *Aztec* was an armed ship.

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Make you proud of your motor car. Give a distinction and elegance that marks you—the owner—a person of taste. Places you definitely among the conspicuous few who are satisfied with nothing short of the best.

The glove-like fit of Gordon Seat Covers suggests luxurious riding, and their bright cleanliness assures you spotless clothes. Cooler in summer, warmer in winter, pleasing to the eye and moderate in cost—Gordon Seat Covers are easily

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in motor car equipment.

Has your motor car Gordon Seat Covers? If not you are missing something that costs little and yet pays daily dividends in pleasure and satisfaction.

You *can't* afford soiled cushions! But you *can* and *should* afford this "final touch of elegance."

Let your dealer show you Gordon Covers. There's a set "tailored to fit" your car—a set to fit every American-made car and every model. The fabrics are exclusively Gordon, woven to endure hard wear and in sun-fast colors. We will be pleased to send you without cost, a booklet printed in actual shades of browns, tans and greys, describing Gordon Covers in 26 distinctive fabrics and giving the price of seat covers for *your* motor car in any of these fabrics. Write for this!



Gordon Easy On Tire Covers

Cost Little—Save Much

And that's a good reason for having them. Every one knows that the sun's rays cause a serious loss in the life and efficiency of tires. Just as over-baking ruins a batch of biscuits, so long-continued sun heat keeps up the vulcanizing process in tires till the rubber has lost elasticity and wear-resisting ability. Gordon Easy On Tire Covers prevent this and so "save much." See them at your dealers.

The J. P. Gordon Company

426 N. Fourth Street

Columbus, Ohio

"GOOD-BYE, DOGGIE"



[Drawn for *Leslie's* by Charles Sarka]

STAND BY THE FLAG

THE ROAD TO VICTORY

WHEN misunderstanding leads to conflict, whether between individuals or nations, there is but one prescription for victory: Call into action every resource of brain, nerve and sinew, hit hard and keep on hitting. If America must fight, let us fight from the start with all our heart and all our might, for any other course invites disaster. If America will bring victory nearer by immediately loaning money to the Allies, let us loan that money. If the presence of our navy in European waters will result in blocking submarine warfare further, let us send our fleet to co-operate with the British and French fleets. If the presence of our soldiers, even in limited number, on European battle-fronts

will stimulate the active operations against the enemy, let us immediately dispatch such troops as are prepared to go and devote ourselves to organizing others by the hundreds of thousands that, in the end, the foe will be overwhelmed. If new ships must be built to carry the commerce of the world, let America build those ships. If the emergency demands a fuller co-operation between the country's industrial interests and the government, let that co-operation become effective that greater efficiency may result. But first if war must come to us, let the government make certain that it has the right men in the right places. Let no partisanship influence the nation's head against the selection of advisors who understand that only by the full and unrestrained prosecution of the war will America emerge at the end morally, economically and physically the strongest nation of the world, which, when all is said and done, is the vital consideration.

NECESSARY COMBINATIONS

IF the export trade of the United States is to be built up, it will never be done by small manufacturers. Even big manufacturers cannot meet singlehanded the keen, organized competition in foreign markets. It is uneconomic to compel each manufacturer to maintain his own private agents in every foreign country, when one such force might be organized to look after the sales of a number of manufacturers. Exporters fear, however, to make such combinations on account of the Sherman Act, which applies the same language to foreign trade that it does to interstate commerce.

When the Federal Trade Commission attended a meeting of the Michigan Manufacturers' Association, Mr. H. H. Smith, the association's counsel, in addressing the commission, pointed out that there was no service it could render the business world of greater value than to give the assurance that "combinations for the extension of foreign trade will be encouraged and favored so long as they do not directly restrain a domestic competitor." As an example of the present handicap, Mr. Smith cites a furniture plant in Grand Rapids which can see no profit in an attempt to distribute its product in New Zealand. The expense and risk would be too great. If, however, all the furniture factories of Grand Rapids could combine to create a joint agency, it would be a profitable venture. But here they are

PRESIDENT WILSON

WE have no selfish ends to serve. We desire no conquest, no dominion. We seek no indemnities for ourselves, no material compensation for the sacrifices we shall freely make. We are but one of the champions of the rights of mankind. We shall be satisfied when those rights have been made as secure as the faith and the freedom of the nation can make them.

confronted with the possibility that such a combination would be considered in violation of the Sherman Act.

In the government suit against the United States Steel Corporation, the Corporation admitted that it did combine with the purpose of securing foreign trade. The Court, in approving the legality of this method, said: "To hold otherwise would be, practically and commercially, to enjoin the steel trade of the United States from using the business methods which are necessary in order to build up and maintain a dependable business abroad, and if the Sherman Law were so construed, it would itself be a restraint of trade and unduly prejudice the public by restraining foreign trade." The inference from this decision is that any combination to secure foreign trade would be legal which did not use unfair means to drive a United States competitor out of the foreign market, but our manufacturers ought not to be left in the slightest doubt upon this point.

Our bungling methods, the obstacles our laws put in the way of the development of our trade, are in marked contrast with the clear-cut program by which other countries have built up their foreign trade during the last twenty-five years. To avoid wasteful competition, price agreements were made legal in Germany, and when it became necessary to sell cheaper abroad than at home in order to meet foreign competition, public opinion applauded this course as a patriotic measure. If the United States is to capture its share of world trade, our exporters must be backed up in a similar way.

THE RIGHT TO WORK

THE right of freedom of contract which belongs to every man carries with it the obligation, on the part of the State, to protect its citizens, whether employers or employees, in the exercise of this right. Justice Guy of the New York Supreme Court so decided in a suit to restrain a local of the Amalgamated Garment Cutters' Association from taking action interfering with the contracts of twelve union cutters. The law recognizes the right of labor to organize unions for the protection and welfare of their members, but no union has the right by persuasion, threats or intimidation to cause its members to violate their contracts with employers.

The right to work and protection in following that right was affirmed in the New York Court of Special Sessions when Justices McInerney, Freschi and Salmon sentenced to thirty days in the workhouse two ex-employees of the Fifth Avenue Bus Company who had assaulted a worker who refused to join a strike. "You men certainly had the right to strike," said the Court, "but it is no less certain that you had no right to interfere with any other person who wished to remain at work." On precisely the same grounds, Magistrate Cornell of New York sentenced to the workhouse two young women who had been on strike for seven weeks, and who had been arrested for refusing to take off sashes inscribed "Don't be a scab," as they walked up and down in front of their old place of employment. A few such decisions and sentences will establish every one's freedom of right to work.

THE MELTING POT

STILL more trouble is feared in Mexico.

A Los Angeles policeman confessed that he had stolen \$39,000 from an express wagon.

An Alaskan woman visiting New York said that more furs are worn by women on Fifth Avenue in the summer than are worn all winter in Alaska.

For promising two offices to his friends, a recently elected mayor of Arkansas City was removed from office and the place given to his competitor.

An eminent New York lawyer says that murderers are safer in the United States than in any other country and that we have had unpunished 3,337 lynchings in 21 years.

Chicago millionaires have organized an employment agency to find permanent employment for men between the ages of 45 and 65 who find themselves in want.

A cotton mill operative in Augusta, Maine, boasts that he lives on 80c a week and that out of his pay of \$10 he puts \$9.20 in the bank every Saturday.

A colored man and his wife, former slaves, 90 years old, of Columbus, Ohio, recently gave \$500 to the Y. M. C. A. building fund.

Winnipeg, Manitoba, proposes to tax tag day, bazaars and other nondescript and devious ways of collecting money for charitable purposes.

The Secretary of the Mansfield Tire and Rubber Company, after a tour of Japanese factories, reports labor in Japan is paid an average of only 10 per cent. of American wages and 75 per cent. of the workers are women.

The people rule!

THE PLAIN TRUTH!

CHURCH! All churches make announcements; few churches or ministers know how to advertise. A past master in the art of religious advertising is the Rev. Christian F. Reisner, D.D., pastor of Grace Methodist Episcopal Church of New York City, and in his book on "Church Publicity" he shows the modern way to compel people to come to church. Dr. Reisner believes in making church services interesting. To do this a wide variety of outside talent will be needed, especially for the Sunday evening service. The next step is to build up an attendance by advertising as bright and catchy as that of the commercial world. The author has made an unqualified success of such publicity in the churches of which he has been pastor, and in his book has gathered a wealth of material from up-to-date churches and progressive ministers in cities and villages all over the country.

DEPEW! One of the most remarkable of men is ex-Senator Chauncey M. Depew, remarkable for the fertility of his mind, the amazing variety of subjects covered in his orations and addresses of sixty years, and the spirit of youth that characterizes him after all these years of strenuous public life. His published speeches constitute a comprehensive analysis of every important topic of interest for more than half a century. Easily chief among after-dinner speakers, the range of orations includes college and anniversary addresses, political and anniversary speeches and his Senate orations and debates in which many think his oratory reached its supreme height. Every speech of Mr. Depew, even the pleasant after-dinner utterance, is replete with intimate knowledge of the social, economic and political movements of the times. It is an education in itself for any young man to sit at the feet of one who is able to talk about the great political movements of the past sixty years from the standpoint, not of an onlooker but an active participant. It should be of interest to the public, especially to those taking part in debates upon the questions of the hour, that this wonderful store of information is about to be made available in a popular edition, at a popular price, to place this wonderful library of information and rare eloquence within the reach of all.

CHANDLER SIX \$1395



Chandler Records Are Owners' Records

Not to our knowledge has a professional motor car driver ever made a record with a Chandler Six.

But all the thousands of owners of Chandler Sixes, every day, are making the kind of records that count. Records of Satisfactory Service.

The Chandler Company has never built a racing car. Chandler owners do not want racing cars.

The 55 to 60 miles per hour speed that *every* Chandler car will do is speed much greater than you would ever ask for.

The Chandler Company has never built a special

mountain-climbing car with short wheel base and low gear ratio.

The *ease* with which *every* Chandler climbs steep grades on high gear is satisfying to the Chandler owner.

The Chandler Company has never supplied any Chandler dealer anywhere with a special gear ratio for demonstrating purposes.

What any Chandler Six does *your* Chandler Six will do.

The manufacturer of *one* six can make just as big *claims* as the manufacturer of any other six. But

The Chandler is a *Fact*-Car, Not a *Claim*-Car. And These Are Facts, Not Claims.

There is no other six more flexible in control, more responsive to your every demand, than the Chandler.

There is no other which will pull hard grades on high with greater ease.

There is no other so economical in operation.

There is no other which embodies in its design and construction so many features characteristic of high-grade, high-priced motor cars.

There is no other of more beautiful body lines or greater riding comfort.

Through four years of conscientious manufacturing effort backed up by a previous experience of many years in the building of high-priced sixes, the exclusive Chandler Motor has been developed and refined to a point approximating perfection. It is a *fact*-motor, not a *claim*-motor. See it perform. Drive it. Learn how it *stands* up.

FIVE ATTRACTIVE CHANDLER TYPES OF BODY

Seven-Passenger Touring Car, \$1395

Four-Passenger Roadster, \$1395

Seven-Passenger Convertible Sedan, \$2095

Four-Passenger Convertible Coupe, \$1995

Limousine, \$2695

All Prices F. O. B. Cleveland

Choose The *Fact* Car For *Your* Car

See Your Chandler Dealer or write to us today for Catalog and Booklet entitled "See How The Chandler Checks With High Priced Cars"

Address Dept. E

CHANDLER MOTOR CAR COMPANY
CLEVELAND, OHIO

New York Office: 1790 Broadway

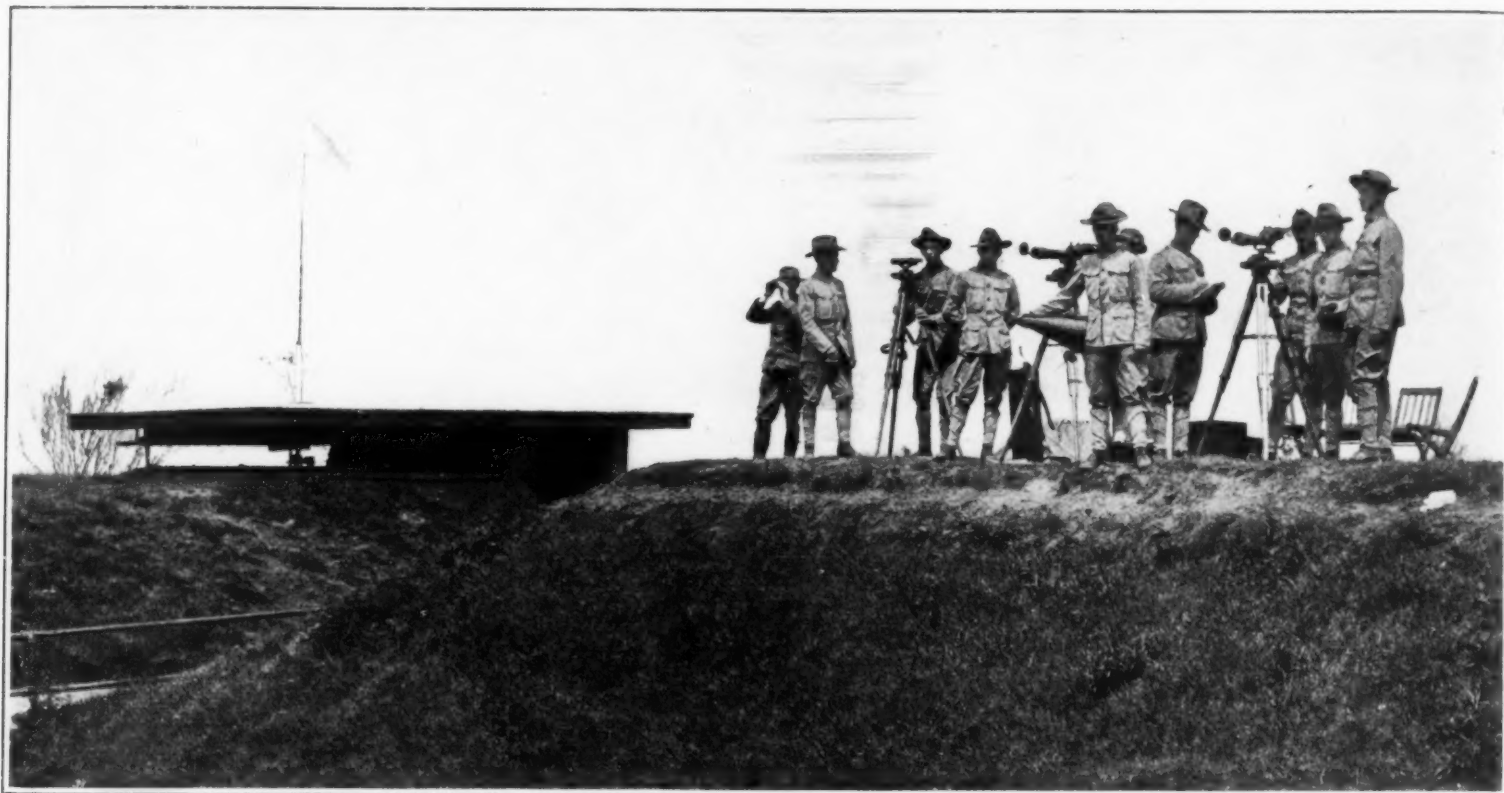
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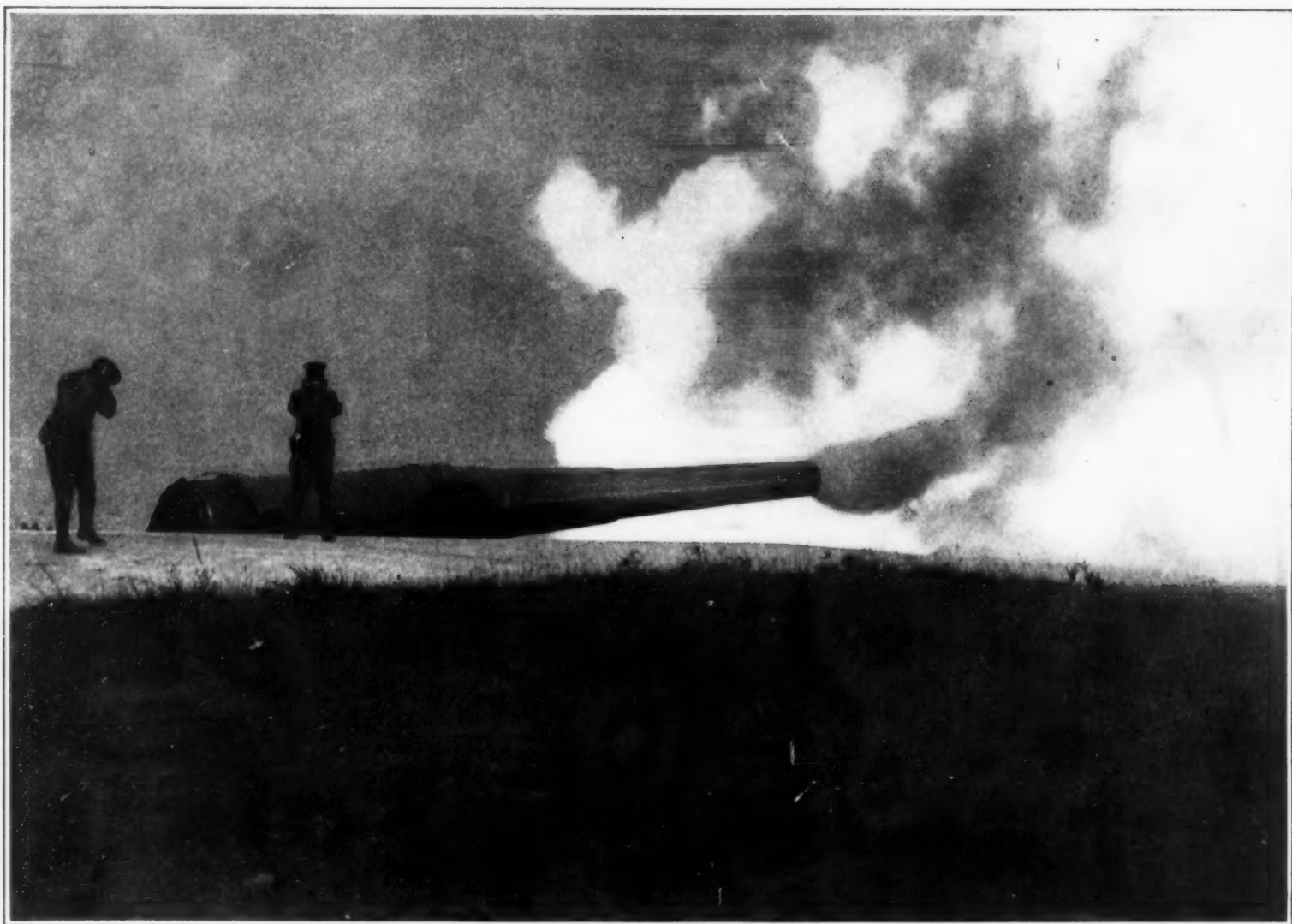
TOP SPEED AHEAD: UNITED STATES BATTLESHIPS READY FOR AN ENGAGEMENT

The science of naval tactics is built on the endeavor to utilize to the maximum the strong points of a fleet and to conceal its weak points. Thus, if a squadron of ships is composed partly of heavily armored ships and partly of ships less well protected, the strategic arrangement of the vessels in battle would put the protected fighters where their guns could do the enemy the greatest harm and at the same time afford the best shelter to the weaker vessels. To accomplish the numerous arrangements of ships for which emergencies may give need, many and difficult

maneuvers must be perfected. In this photograph the battleship *Utah* is coming at full speed to the support of a sister ship withstanding an imaginary attack. The *Delaware* and the *South Carolina* follow the *Utah*. Such ships as are shown above form the backbone of the navy. Under the able direction of the American Navy officers, naval maneuvers and target practice have raised the Navy's efficiency to a point where the control of our giant battleships and their big guns is at least equal with that of the navy of any other country.



EDWIN S. DARTON



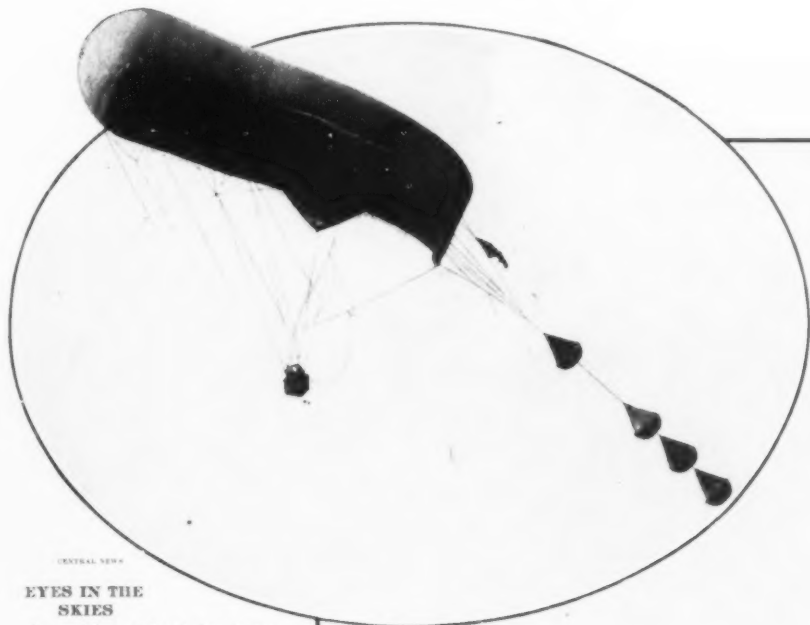
EDWIN S. DARTON

GETTING THE RANGE AND FIRING THE GUNS

The upper picture shows a range finding station at a coast fortification. To the layman it is a combination engineer's office, telephone exchange, and telegraph office where soldiers work out the distance from the muzzle of their cannon to the enemy. The range finder itself may be called an instrument that "automatically solves the triangle," for nearly all range finders are based on the geometrical fact that if two angles and the length of one side of a triangle

are known it is possible to work out the length of the other two sides. In coast defense work three range finding stations usually cooperate in working out the distance to the enemy. In addition to calculations based on the findings of the instrument other conditions, such as variations in the muzzle velocity of the projectile, are taken into consideration before the sights are finally set to produce the effect shown in the lower picture.

UNCLE SAM NEEDS MORE OF THESE

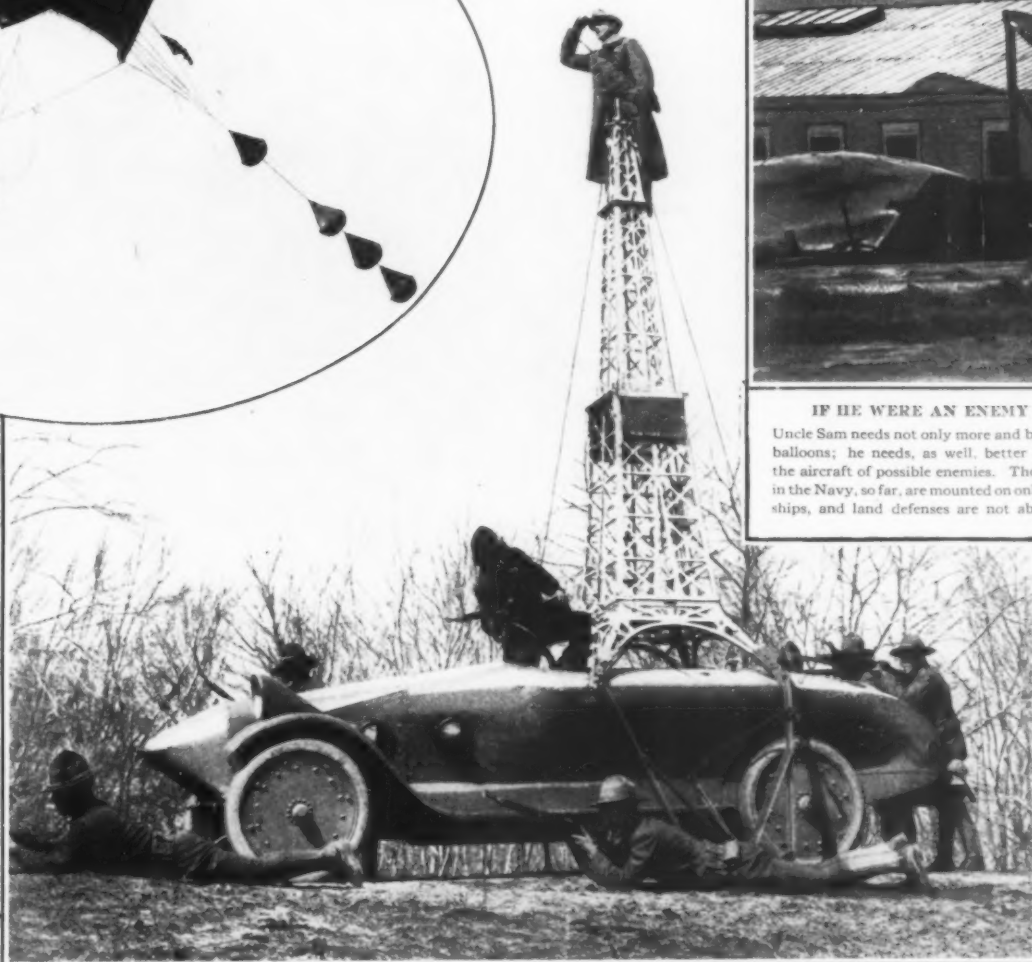


EYES IN THE SKIES

It must be admitted that in aeronautical defenses the United States Army and Navy are far behind the other important nations of the world. The Navy has in commission only one dirigible balloon, similar to the Zeppelins which the German navy uses, but captive balloons, such as the one shown here, are being constructed and a comparatively small number are already in service. Captive balloons are useful for observation in war.

BETTER THAN A PERISCOPE

This type of armored car has recently been perfected and is now under observation in Government tests. The car, which is protected by tough armor, is provided with a collapsible observation tower which can be quickly raised or lowered. It is valuable because of its speed, armor, military equipment and its ability to be of immediate service.



IF HE WERE AN ENEMY AIRMAN--

Uncle Sam needs not only more and better airplanes and balloons; he needs, as well, better protection against the aircraft of possible enemies. The anti-aircraft guns in the Navy, so far, are mounted on only two of our battleships, and land defenses are not above improvement.



A JUGGERNAUT OF THE NATIONAL GUARD

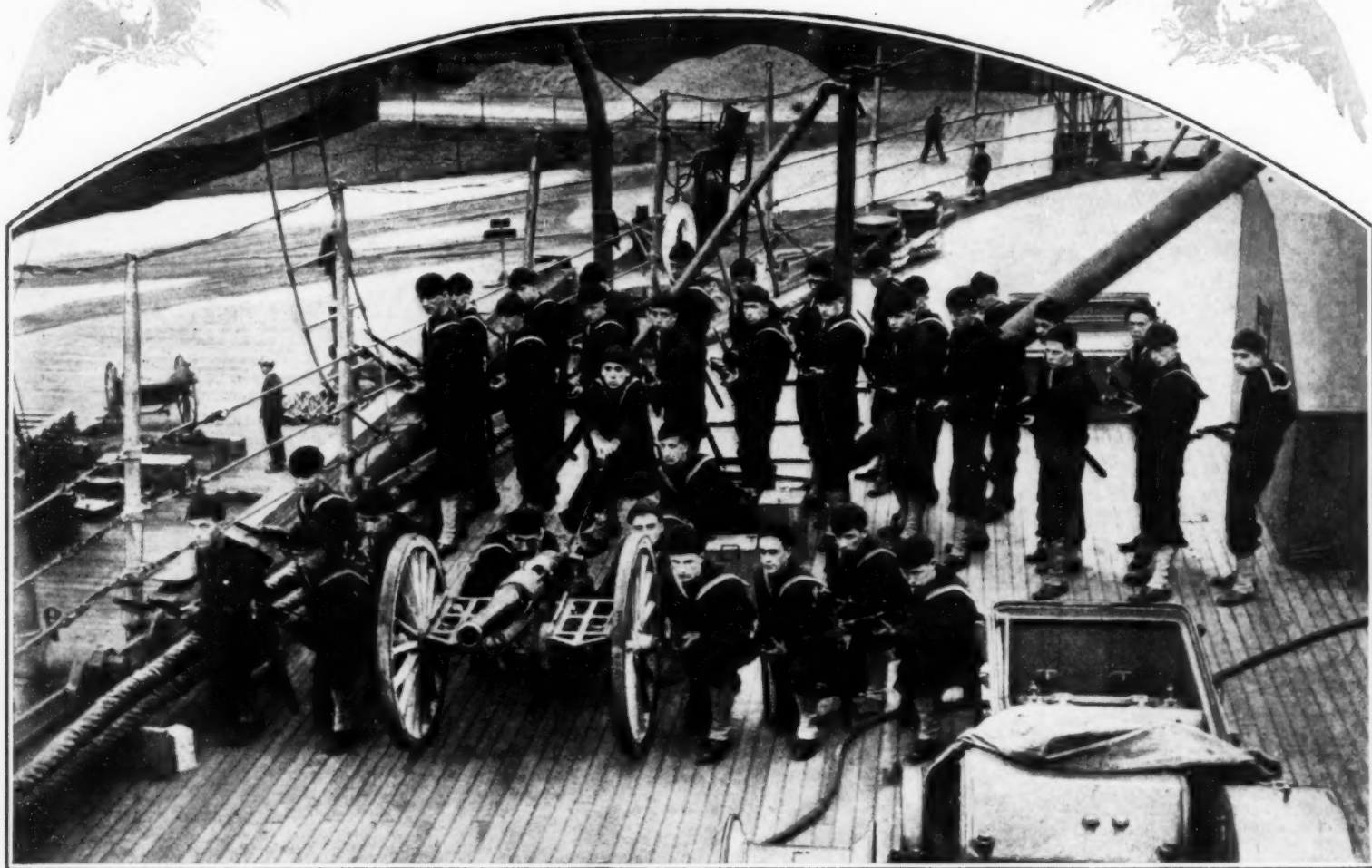
Machine-guns are now of supreme importance in land engagements and a mobile battery of these weapons presents a formidable front. The armored motor car, with its mechanism and its occupants protected by armor plate, is in reality a movable fort. Only shell-fire can injure it. This car is one of the armored motor batteries of the National Guard of New York.



OUR NEAREST APPROACH TO THE TANK

This clumsy-looking machine, wobbling over the edge of a bad road, is a made-in-America "tank." The "tank" of the British forces is a recent invention, found invaluable in battle and practically impregnable. The "tank" shown here was photographed while being tested by United States Army officers. Their verdict as to its maneuvers has not been made public.

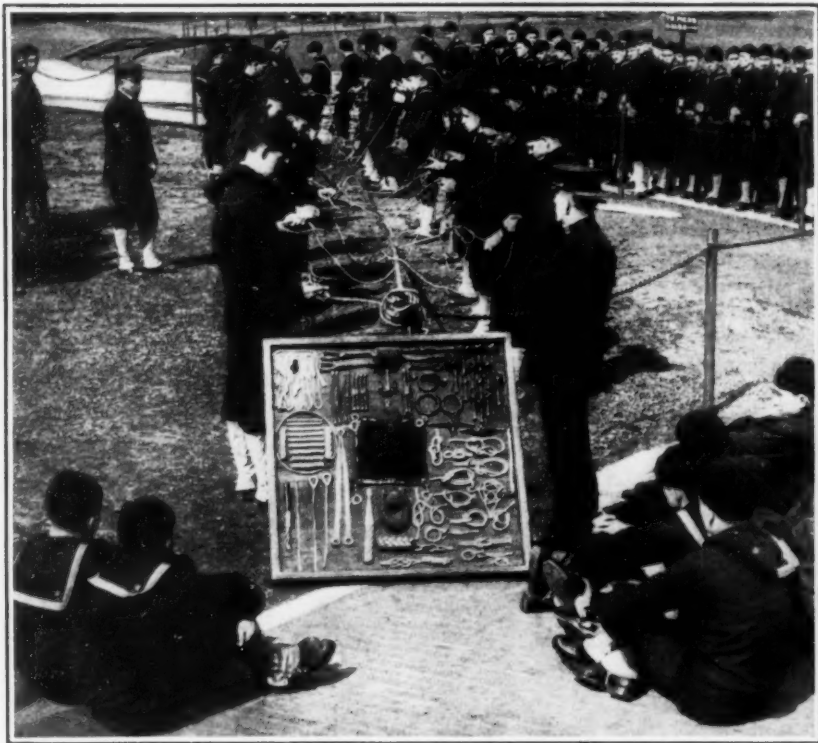
OUR NEWEST SAILORS



GUN DRILL FOR NEW JACKIES ON BOARD THE BATTLESHIP "GEORGIA"

The order, issued on March 25th by President Wilson and Secretary of the Navy Daniels, increasing the enlisted strength of the Navy to 87,000 men met a prompt response from the young men of the country. Recruiting stations from coast to coast were obliged to detail extra men to take care of the increased number of applicants who sought to offer their help to

the nation in what is perhaps its most popular branch of service. Within a few days 276 men were sworn in at the navy yard at Charleston, Boston. The battleship *Georgia* is one of these lying in the harbor there, ready to sail at a moment's notice. While awaiting orders the men are being put through gun drills and similar courses of training.



THIS PICTURE MIGHT BE CALLED "LEARNING THE ROPES"

On board ship the diversity of uses to which ropes are put has developed the arts of knotting and splicing to the highest degree. In this picture two lines of new blue-jackets, are learning to tie knots. In the foreground is the instruction board, a necessary and useful device for educating sailors to the intricacies of navy life. On one side of the board are mounted all the flags used on a battleship; on the other side some of the necessary knots are mounted.

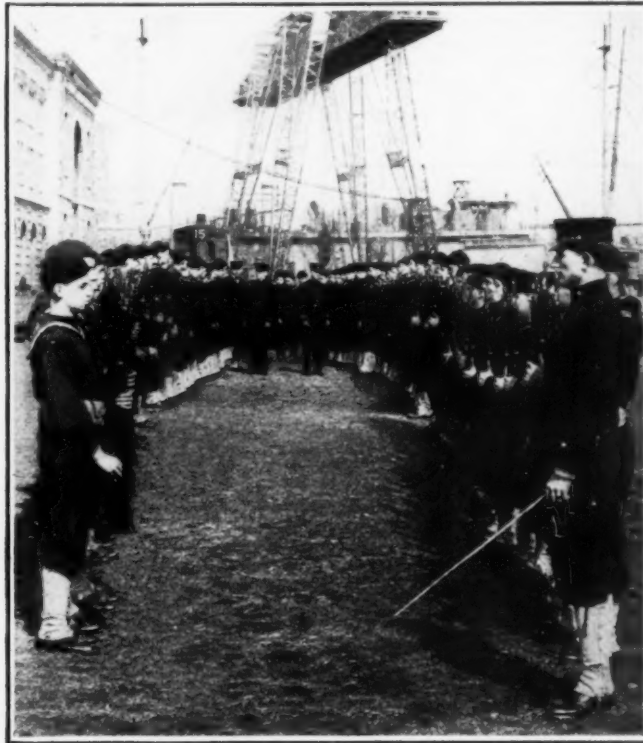


PHOTO COURTESY INTERNATIONAL FILM

SAILORS, AS WELL AS SOLDIERS, MUST HANDLE THE RIFLE
Landing parties need guns and a thorough knowledge of them, and emergencies which may arise provide ample reason for mastering the manual of arms. These men, learning to handle a gun, are among the thousands who recently enlisted. The increase of the enlistment of the navy to war strength provides opportunity for 25,000 new men to serve their flag.

OUR FIGHTING MEN



INFANTRY REGULARS ON LONG HIKE

It is doubtful if any European nation could produce a finer or more fit body of men than the troops shown in this picture. The infantryman must make his long march carrying pack, rifle, ammunition and rations, aggregating

forty-five pounds. He must be able to construct or repair bridges and roads, construct shelters, dig intrenchments and use an intricate signaling code. He must understand sanitation, hygiene and first aid.



TWO OF THE NEWEST

Recruiting in the army has increased rapidly since the country's need of trained men became imperative. To make the soldier efficient the recruit must be a physically sound man. Able-bodied men, such as these, make capable soldiers.



THE GUN THAT HOLDS THE TRENCHES

Machine guns have become such a factor in war that military strategy recognizes any position in which they are intrenched as impregnable until artillery fire has put them out of action. There are many different types, and recently the

War Department spent much time making tests before settling upon those most suited for our troops. The picture shows a machine-gun squad ready for action. These five men with a supply of ammunition could hold off a regiment.

AMERICAN CONVOY MEETS



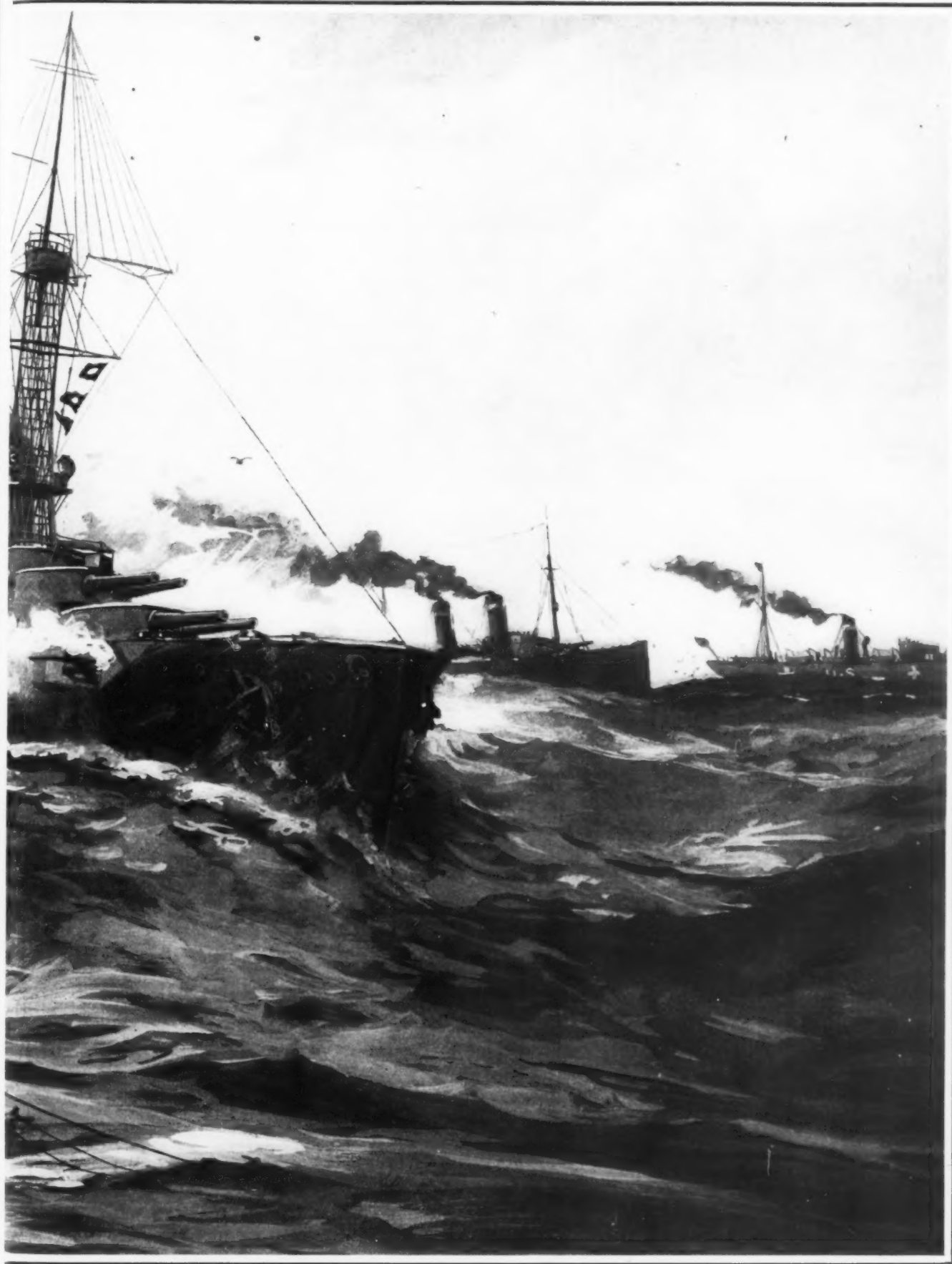
UNDER PROPER GUARD, MERCHANT FLEETS CROSSING THE

Notwithstanding the depredations of the submarine, merchant-men, under the protection of battleships, cruisers and destroyers run little danger of disaster on the high seas. The ruthless warfare waged by Germany's submersibles has met with only fair success, except in attacks on unarmed or slow sailing ships, or ships at sea under the protec-

tion of international law and the usual practices of civilized nations and unprepared for the vicious tactics pursued. The percentage of vessels sunk during the two months in which Germany has shown "no quarter" is slight in proportion to the total amount of tonnage engaged in ocean trade; at the outside the total since August, 1914, does not

S

THE SUBMARINE MENACE



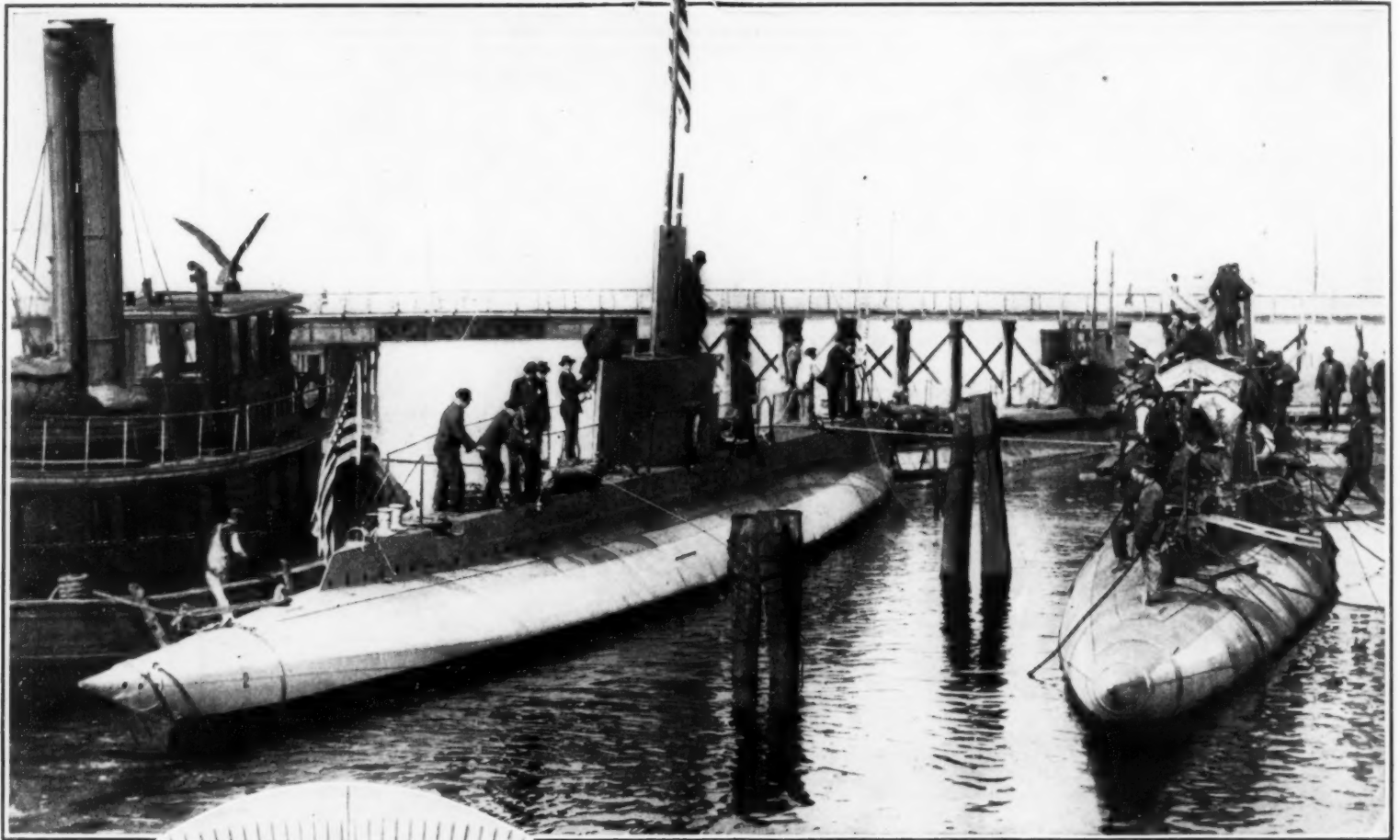
DRAWN FOR LEADERS BY H. J. BURN

ATLANTIC HAVE LITTLE TO FEAR FROM UNDERSEA CRAFT

exceed fifteen percent of the total tonnage. While work in our ship-building yards has been pushed untiringly for the past two years, our output in 1916 did not equal that of 1908 by many thousands of tons. Active participation in the war will unquestionably result in great stimulation in ship-building owing to the demands of our navy. While

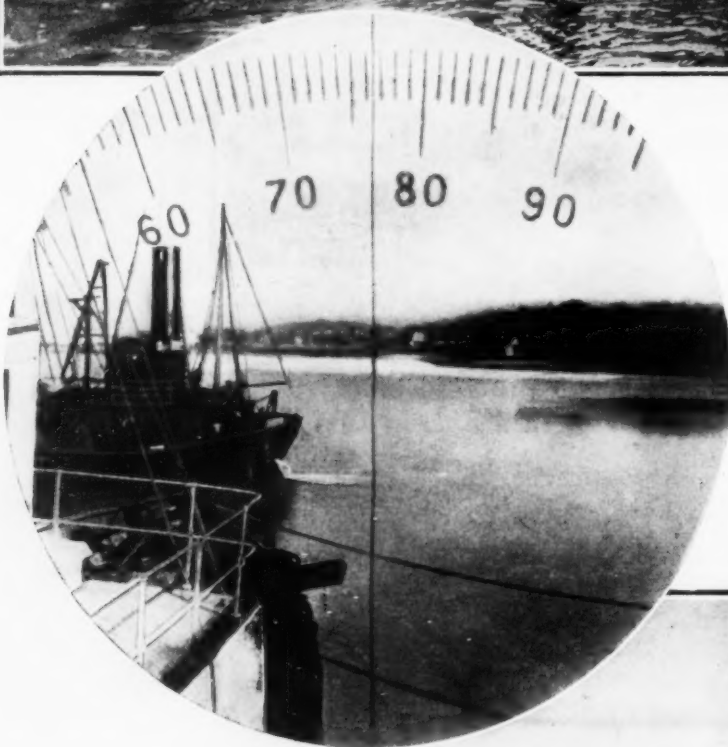
government contracts will take precedence over the merchant tonnage, the increase in facilities will unquestionably result in making 1917 a record year for ship-building in America. Now that the Government has decided to uphold the flag on the sea, American vessels unquestionably will resume their sailing schedules under protection of warships.

AMERICA'S SUBMARINES



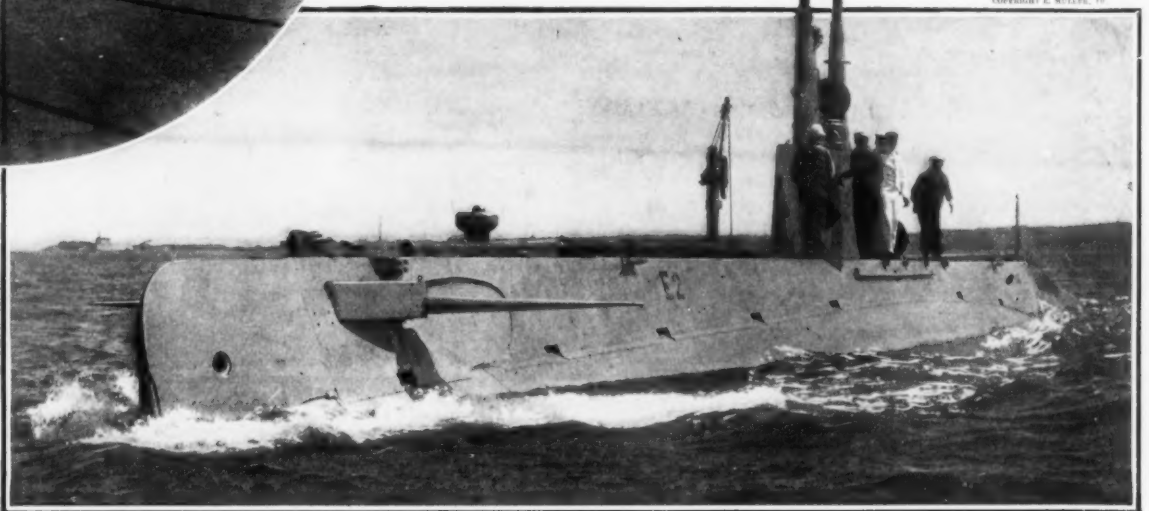
OUR NEWEST UNDERSEA BOAT

During the great war marked progress has been made in aerial and sub-sea warfare. Here is Uncle Sam's newest submarine, the N-5, which was launched recently at Bridgeport, Conn. Details connected with its launching are kept secret by the government. The N-5 belongs to a class of 7 boats which, while not among the largest of the fleet, have many improvements over earlier submarines. It has a surface displacement of 348 tons, a surface speed of 13 knots, and a submerged speed of 11 knots. Like most of our undersea boats it has four torpedo tubes. The cruising radius is 4000 miles. In the smaller boats built several years ago life was exceedingly unpleasant, due to lack of room. Meals could not be cooked, sleeping quarters were nil, air became foul and safety appliances were unknown. In the newer and larger boats much more comfort is possible owing to increase in space. In the lower picture a submarine is shown going at full surface speed. Fast as it appears to be going, naval men recognize that the greatest defect in most undersea boats now in commission is a lack of speed when considered relative to other ships. For this reason work on new boats is being rushed. So far the world has had no complete details of a struggle between two of the larger undersea boats, though it is known that submarine duels have taken place. As the new boats with their heavier armament are placed in commission by the navies of the world, interest in the character and outcome of such a battle grows keener. The new "dreadnought" submarines fighting ships when running on the surface, since they are almost large enough to class as mount several light guns. The United States has now one of the largest submarines under construction, the "Schley." of these large boats already in service a month extra pay and one dollar submerged. The English, French and German navies have several vice. Sailors on submarine duty receive five dollars per day additional when



THE EYE OF THE SUBMARINE

By a range of vision no broader than shown in this picture, the submarine captain must take his observations, aim his torpedoes and steer his boat. Two periscopes are now used on submarines in order that there may be two lookouts when the boat is submerged. In addition to the periscopes a gyroscopic compass is used for under water navigation. The observer, standing at the lower end of the periscope, is able to widen the range of vision by moving a lever which, through a system of gears, turns the head, which is all that shows above the water. At no time, though, is he able to observe a larger radius than is shown in the picture. The periscope is made up of reflecting prisms at the top and bottom of a vertical tube with several lenses between them and an eyepiece at the lower end. The scale shown in the

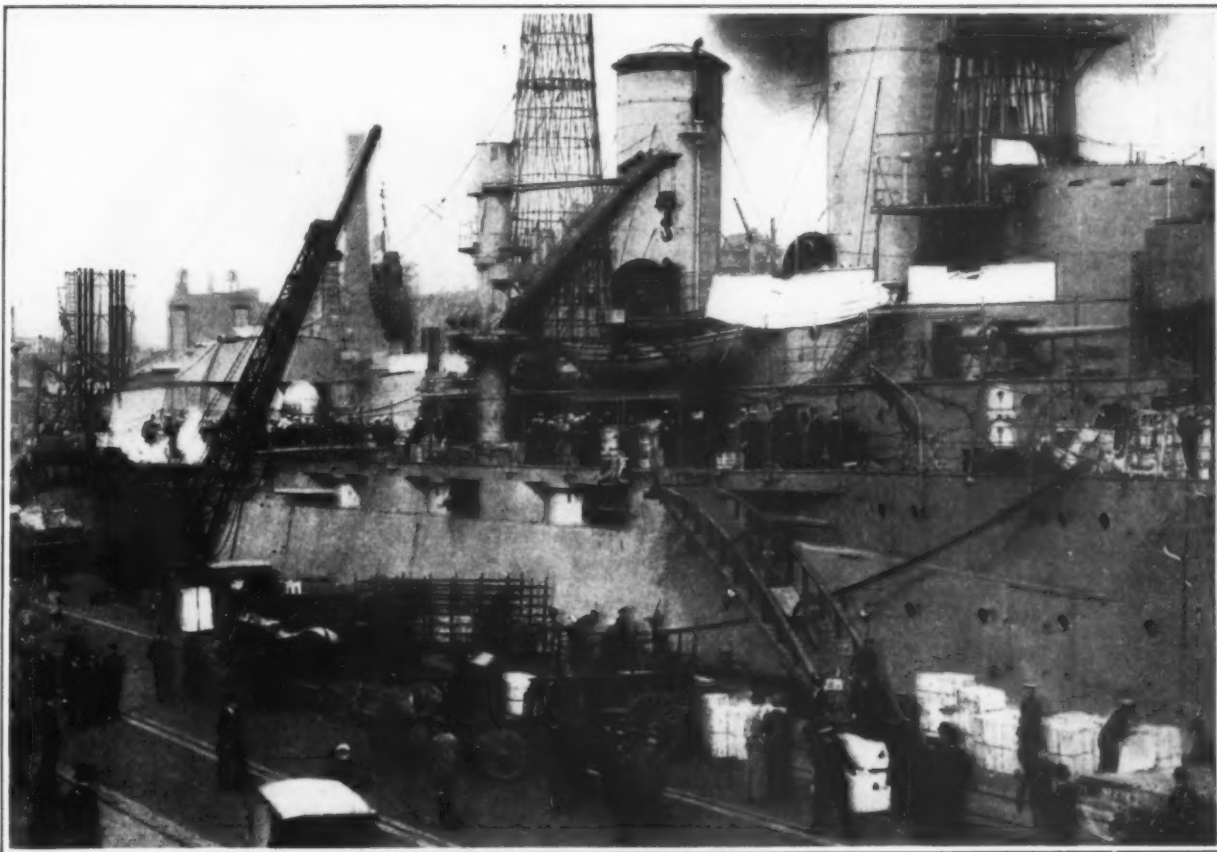


photograph enables the observer to tell by the aid of the vertical line, the exact direction the periscope is pointed, in this reading $76\frac{1}{2}$ degrees from North toward East.

PREPARING THE FLEET

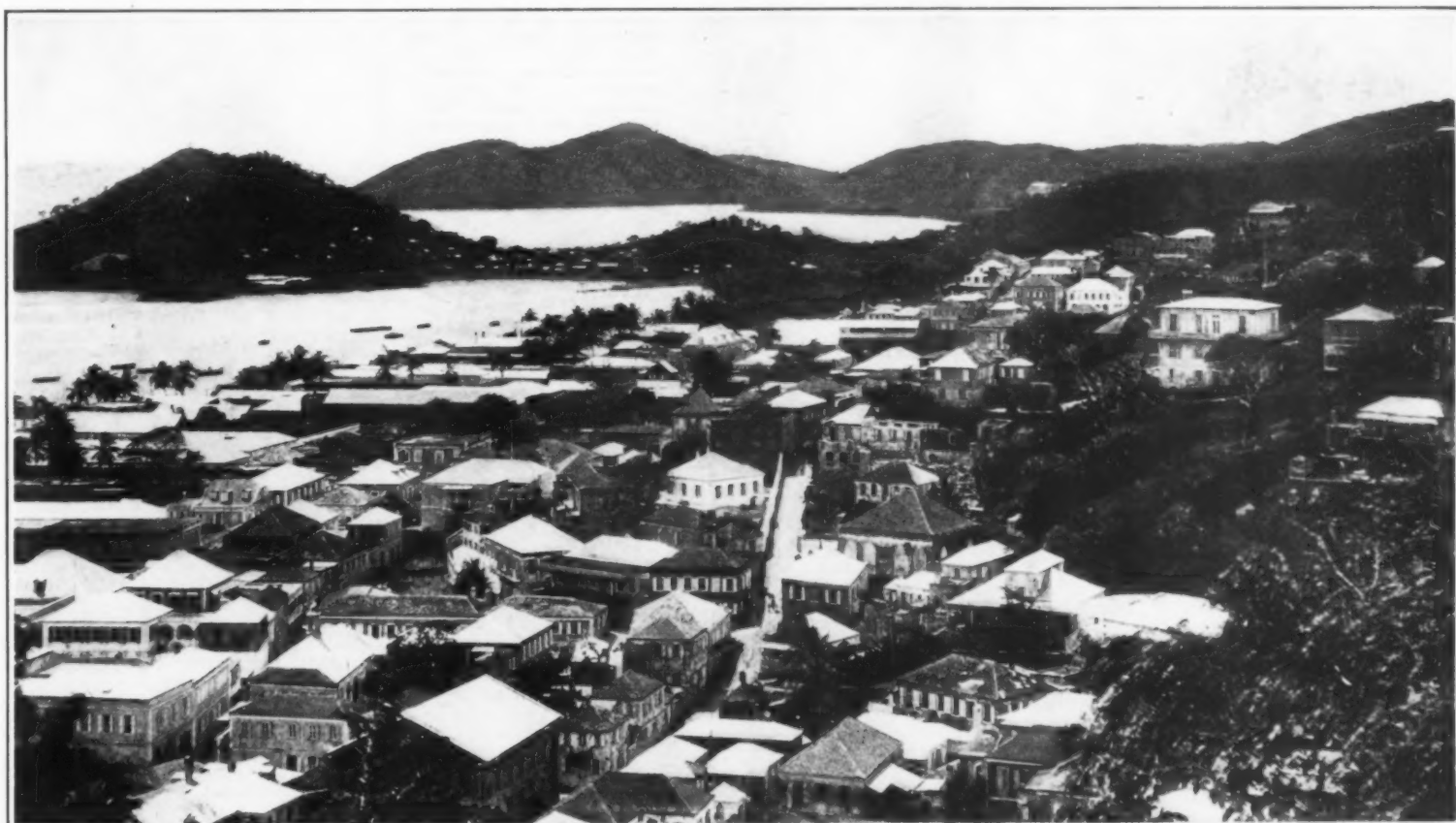
THE BUSY BUREAU OF SUPPLIES

Nearly everyone is familiar with the work of the Quartermaster's Department for the army, but the Paymaster General of the Navy and his men are equally busy these days. Here is a battleship at a navy yard taking on provisions and water. The Bureau of Supplies and Accounts has developed scientific management to a very high degree in the conduct of its affairs. Efficiency and the safeguarding of the interests of the navy are the keynote of all transactions. In this bureau the competitive system of bidding for contracts has reached its highest development. The specifications which describe in exact detail all kinds of commercial supplies used, demand high quality goods and such articles as are accepted must conform to the standards. Whenever a great national emergency arises, confusion and an increased cost in supplies follow, but the bureau has comprehensive plans in operation which promise to meet adequately any upheaval this country may face. Through this department the navy purchases stores and issues all its supplies, and procures its coal and fuel. All disbursements and the pay of officers and sailors also pass through the paymaster general's hands.



KNIGHT & STONE

UNCLE SAM NEARS EQUATOR



EDWIN S. DAWSON

OUR NEW INSULAR POSSESSIONS

The United States on March 31 took over the Danish West Indies, consisting of the three islands, Saint Croix, Saint Thomas and Saint John. The view shown above is of the harbor and city of Charlotte Amalie, the chief seaport and town situated on the island of St. Thomas. These islands

are inhabited chiefly by negroes speaking a Spanish dialect, but in the towns and seaports, American influence prevails. The cultivation of sugar is the chief industry followed. The harbor of Charlotte Amalie is famous for its beauty. It is dotted with many beautiful little islands.

PEOPLE TALKED ABOUT



AN AMERICAN FLYING UNDER THE TRICOLOR

Frederick W. Zinn is one of the many Americans in the French aviation service. He is also a valued contributor to *Leslie's*, having sent many excellent photographs with authoritative captions of the great war. He sailed on March 26th for Bordeaux, after spending a four weeks' permission with his family in Battle Creek, Michigan. Mr. Zinn has an engineer's degree from the University of Michigan. He enlisted in the French Foreign Legion in August, 1914, and has served continuously in the French army. He was seriously wounded in the battle at Champagne.



THE SOUTH'S NEW GENERAL

Major General Leonard Wood is probably the best known man in our army. He has an enviable record dating back to the days of Lawton's campaign against the Apaches. He added to that record in 1898 when he and Theodore Roosevelt organized the famous Rough Riders. General Wood has held about every first class job our army affords; recently the War Department has transferred him from command of the East, with headquarters at Governor's Island, New York Harbor, to the command of the Southeast with headquarters at Charleston. Since General Wood is one of America's foremost advocates of preparedness and the South since Colonial days has been famous throughout the world for its fighting men we are inclined to feel that the combination will accomplish some exceedingly important results. General Wood, like Sergeant Winans, whose picture appears on this page, wears the Medal of Honor.



RODIZANKO, HEAD OF THE DUMA

Rodizanko, President of the Russian Duma, was one of the chief figures in the revolution. He is a big landowner from the Steppe country of Southern Russia and a huge man with a deep bass voice—in short, a Russian of Russians. He is shown here with the Vice President, standing in the courtyard adjoining the building in which the Duma meets. While friends of liberty applaud and rejoice at the revolution, they fear stormy days ahead for Russia, believing that no country made up of such diverse interests and mixed races can entirely reverse itself without internal trouble. Nevertheless each day's news brings fresh encouragement, for the immediate and efficient organization which the revolutionists have proved they possess is running with the smoothness of a well-oiled motor. Russian statesmen have shown that they are able to act constructively even under the most adverse circumstances.



READY TO SAIL THE SEVEN SEAS FOR UNCLE SAM

The women have not lost any time in mobilizing for their country's aid. When the New York Woman Suffrage party opened an enrolling station for those women who wished to offer their services, Mrs. Emily Vandecook Browne, a woman navigator, volunteered to pilot a ship anywhere that Uncle Sam might care to have it sent. Mrs. Browne is the wife of Commodore Browne who discovered the group of islands in the Pacific Ocean which have ever since borne his name.



WINS THE MEDAL OF HONOR FOR GALLANTRY IN ACTION

The latest recipient of the Medal of Honor is Sergeant-Major Roswell Winans of the Marine Corps, who in battle with rebels at Santo Domingo continued to operate his machine gun, although fully exposed to the fire of the enemy, only 150 yards away, thereby saving the lives of many of his comrades. When the gun jammed and was temporarily out of commission, Sergeant Winans stood up and coolly repaired the machine while bullets whistled past him. With the gun repaired, he resumed firing and succeeded in routing the attacking party.



THE FIRST WOMAN IN THE NAVY

Navy recruiting stations had a busy day following the order of Secretary of the Navy Daniels admitting women to the navy with the title of yeoman. The first to seize the new opportunity was Miss Loretta Walsh, a 20-year-old Philadelphia girl. With the new title of chief yeoman she is busy in a local recruiting station; her odd moments are occupied with the duties of the secretary of the Women's Section of the Philadelphia Navy League. Miss Walsh is the first, but not the only woman who has enlisted. In one day 60 applied at recruiting stations in New York, but many withdrew when they learned they were not to see service.



ARMY FLIERS STUDY AVIATION ABROAD

Captain Davenport Johnson is one of three United States army captains who sailed, on March 20th, to take postgraduate courses in military aeronautics in France. At the famous school at Buc these aviators will be perfected in all the arts and tricks of flying and fighting in the skies. They will return to America to pass on to army aviators in various schools the art of piloting the fast planes used in pursuing enemy fliers and in reconnaissance. With Captain Johnson go Captains Millard F. Harmon and Joseph E. Carberry who, in 1914, won the Mackay trophy.

MEN WHO ARE MAKING AMERICA

CORNELIUS VANDERBILT, III, CHOSE TO BUILD HIS OWN MONUMENT, THOUGH BORN TO VAST WEALTH—AN INVENTOR, SOLDIER AND FINANCIER

BY B. C. FORBES
(COPYRIGHT, 1917, BY B. C. FORBES)

EDITOR'S NOTE.—Young Americans born to wealth and power have often been charged with lack of responsibility toward their inheritance and their country's welfare. Such a large percentage of "second and third generation men" have failed to make good in the matter of maintaining the standards of accomplishment set by their fathers that most of us have come to applaud the young man who keeps the old wheels turning even if he doesn't build a new wheel. With this condition in mind we feel that readers of Mr. Forbes's article will agree with him that Cornelius Vanderbilt III, who built and turned his own wheel even though his family owned millions of dollars of railroad stocks, is an American "ancestor."

CORNELIUS Vanderbilt III, despite the fortunes of birth is able to say, "I too, am an ancestor," for, given the opportunity to inherit the supreme control of the Vanderbilt empire or to carve his own path through life, he chose the latter course and at forty had built his own monument.

Early in life he manifested self-reliance, courage and independence of wealth. He proved his manliness by marrying the woman of his choice, even at the cost of his inheritance. He donned overalls, went to work in the grime, the heat and the hurry of railroad machine shops, and used both his head and his hands to such purpose that he evolved inventions so valuable that they were adopted by leading railroads. He became, too, a volunteer soldier, ready on every occasion to discharge his full duties. He is a sailor, also, and has sailed his own craft across the Atlantic, into every nook and corner of the Mediterranean and along the coast of Europe.

In business his technical knowledge, combined with his industry and his financial ability, enabled him early to make his mark. To Cornelius Vanderbilt, New York, in considerable measure, owes its subways, for he undertook an exhaustive investigation of under-the-earth transportation in London, Paris and elsewhere and then joined forces with August Belmont in organizing the Interborough Rapid Transit Company, of which he is still an influential director.

Yet this inventor, engineer, soldier, sailor, financier, patriot and millionaire member of a millionaire family is the most unobtrusive, self-effacing figure of the younger generation of "doers."

"I always had my own workshop as a boy as early as I can remember," was his modest statement when I pressed him to explain how he came to be an inventor. "I must have been born with a liking for mechanics, as I constantly played and later worked with tools and machinery. After my graduation from Yale it was logical for me to take up a post-graduate course in engineering. In the course of my studies I spent a good deal of time in the motive power and engineering department of the New York Central, trying to acquire practical knowledge."

"Yes, but thousands of other young men have studied engineering and worked in machine shops without inventing anything. What diverted your mind into this channel, what led you to think up new devices and to become an inventor?" I persisted. Mr. Vanderbilt manifestly was discomfited by my cross-questioning. An assault was being made upon his modesty and his reserve.

"I had not then taken on business responsibilities or interests. My mind was occupied with engineering problems and my study of them led me, as it would lead any one else, to investigate whether improved methods or appliances could not be devised."

"What was the first patent you took out?" I asked.

"The first thing I patented was a new kind of tender, a cylindrical tender which saved weight and expense." Mr. Vanderbilt might have added, but he didn't, that the Vanderbilt road, the New York Central, did not show him partiality by adopting his money-saving invention; the Union Pacific and Southern Pacific were the first important railroads to adopt the Vanderbilt tender as standard.

What heights Cornelius Vanderbilt might have reached as an inventor had not a turn of the wheel of fortune changed the course of his life may only be guessed. At this stage he was drawn into the financial and business arena by reason of having acquired investments totaling millions in various enterprises which demanded his personal oversight.

Mr. Vanderbilt entered college in 1891 when 17 years old and was graduated from Yale in 1895 but enrolled in the



SIXTEEN YEARS A SOLDIER
Colonel Vanderbilt has served his country as a volunteer in many grades. Just at present he is Colonel of the Twenty-second Regiment, N. Y. State Engineers

Sheffield Scientific School as a student of mechanical engineering. Most of his spare time was spent in the New York Central office, where he worked as intently as any apprentice. The prospect of inheriting enormous wealth did not turn his head.

Then romance entered the young inventor's life. He became engaged to Miss Grace Wilson, a young woman of the highest character. His father, Cornelius Vanderbilt, objected, however, to the choice of his eldest son. The young man revealed all the grit, determination and



IN SERVICE ON THE BORDER
Colonel Vanderbilt has some very definite ideas on man's obligations to his country, particularly that man's who has been born to a position of responsibility or has acquired such a position through his own efforts.

resolution of his noted namesake, the founder of the Vanderbilt fortune. Instead of giving up his fiancée he elected rather to give up his inheritance. His father, as the phrase went at the time, "cut him off with a million," leaving the rest of his enormous fortune to the other children, the largest share going to Alfred, the younger brother of Cornelius. Cornelius went on his way studying and working and inventing. He won his Ph. B. in 1898 and was graduated with the M. E. degree in the following year. By that time his genius was widely recognized.

A re-alignment of the family fortune was brought about, and Cornelius's holdings now demanded so much of his time and attention that his career as an inventor was sacrificed, although, as a matter of fact, even to this day Mr. Vanderbilt's office suggests the engineer and inventor more than the financier. In his very unpretentious offices in the financial district are all sorts of charts and plans and blue prints and novel mechanical paraphernalia. He became in time a director of the Illinois Central R. R., the Delaware & Hudson, the Missouri Pacific, the American Express Company, Lackawanna Steel Co., National Park Bank, Harriman National Bank, U. S. Mortgage & Trust Co., Provident Loan Society, Interborough Rapid Transit Co., and a trustee of the Mutual Life Insurance Co.

"Yes, I am a thorough believer in insurance and the thrift that it stimulates," Mr. Vanderbilt told me.

It is well known throughout the financial district that Cornelius Vanderbilt is not an ornamental director. He will not lend his name to any board unless he means to give its affairs serious and sustained personal attention. One financier associated with him in various enterprises remarked to me: "Colonel Vanderbilt is a director who directs. He is no dummy, no figurehead. He insists upon receiving full reports and analyzes them closely. When any special committee is to be elected to do real hard work, Colonel Vanderbilt is invariably named on it. He is a worker."

But it is as a volunteer soldier that Cornelius Vanderbilt is best known by the public. No other civilian, of either high or low degree, has worked more conscientiously or more zealously than Colonel Vanderbilt to arouse interest in strengthening the military position of this country. He is not in the service for glory; he has been actuated solely by a desire to do all within his power to protect his native land from danger from whatever source. He regards this as one of the cardinal duties of citizenship.

There have been many recent converts to "preparedness." Cornelius Vanderbilt is not of this class. Sixteen years ago, in 1901, he joined the 12th New York Infantry, threw himself into the work with characteristic zeal and rose to the rank of captain after eight years' service. Major-General Roe, who then commanded the State National Guard, appointed him an aide and when General Roe was succeeded in 1912 by Major-General O'Ryan as commander of the Guard, Cornelius Vanderbilt was promoted to be one of the inspector generals of the State with the rank of lieutenant-colonel.

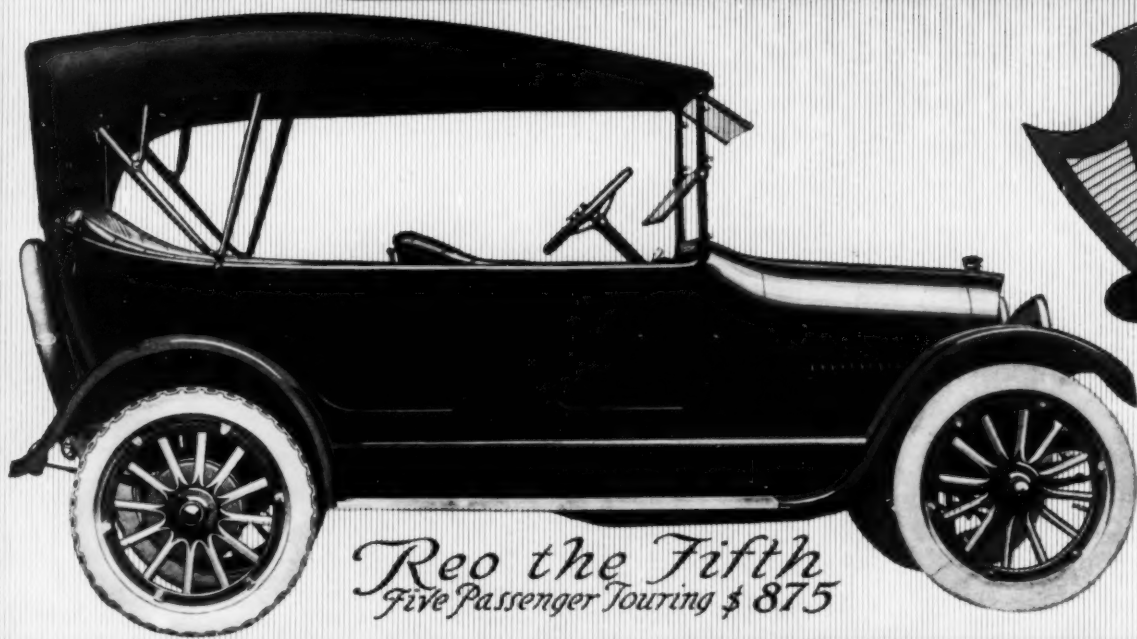
When the President's call came in the Spring of 1916 Colonel Vanderbilt at once responded. To meet Federal regulations the rank of all Guard staff officers was lowered a step, and Colonel Vanderbilt then became Major Vanderbilt, Inspector of the Sixth Division. His border record proved him a soldier under all circumstances.

It is Colonel Vanderbilt's creed that men who voluntarily devote themselves to become capable defenders of the nation deserve well at the nation's hands. When, therefore, the many thousands of guardsmen on duty on the Mexican border were to lose their vote at the Presidential election because of their absence from their home States, he had a test case made of his application for an order permitting him to register—and won. This incident is significant of his whole conception of soldiering and citizenship.

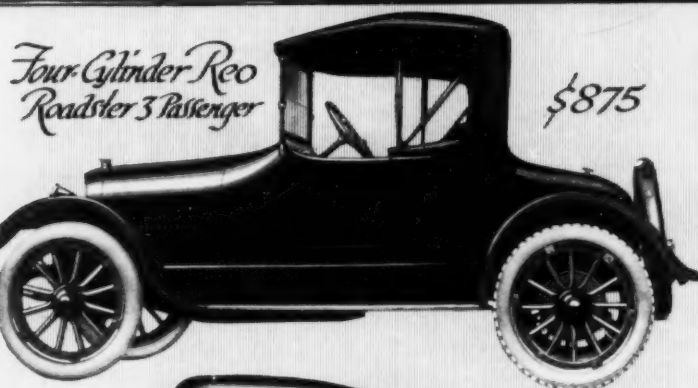
"I am a staunch believer in the National Guard. It develops men, it develops their character, it develops their physique," he declared very earnestly to me. "The country ought to be prepared to defend itself."

By common consent, Cornelius Vanderbilt was made chairman of the Mayor's Committee on National Defense organized in New York in 1915, simultaneously with the creation of similar committees throughout the country.

(Continued on page 420)

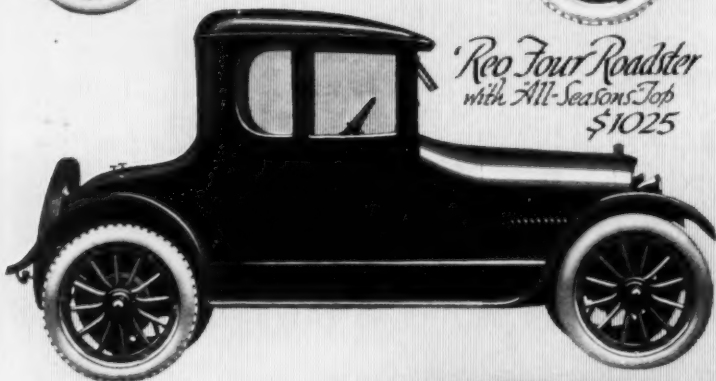


Reo the Fifth
Five Passenger Touring \$ 875

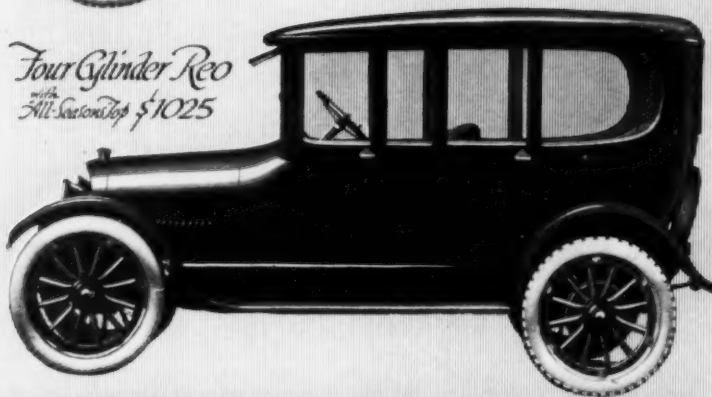


Four Cylinder Reo
Roadster 3 Passenger

\$875



Reo Four Roadster
with All-Seasons Top
\$1025



Four Cylinder Reo
with All-Seasons Top \$1025

Get Your Reo Now-

AGAIN WE CAUTION YOU—as we did last April and the year before and each year before that—that there won't be, can't be, enough Reos to go round. Many must be disappointed.

THAT ONLY THOSE who order now and take delivery as soon as the local dealer can supply them, can hope to be numbered among the "Lucky Ones," who will drive Reos this season.

APRIL ALWAYS BRINGS the biggest demand of the year—the big Spring demand starts then. May and June only accentuate it.

OBVIOUSLY, IT IS IMPOSSIBLE for any factory to manufacture in those months enough cars to fill the orders that dealers will book in that period.

IN THE CASE OF REO, it has never been possible for us to make enough cars in the Winter months to supply the Spring rush.

IN FACT, NEVER since the first Reo left the factory has there been a time when it was possible to make enough cars to supply all who wanted Reos.

OF COURSE WE COULD have more nearly caught up with the demand, did not the Reo policy prevent. Were we, in short, willing to sacrifice quality in favor of mere quantity considerations.

FINANCIALLY, REO IS one of the strongest concerns in the world. Among manufacturers the Reo plant is regarded as the "Model Automobile Factory."

SO YOU SEE THERE'S NO OBSTACLE in the way of large quantity production, save that which we have deliberately placed there ourselves.

*All prices are F.o.b. Factory, Lansing, Michigan
and are subject to increase without notice*

REO MOTOR
LANSING, MICH.



*Six-Cylinder Reo
Seven Passenger Touring \$1250*

Now—It Is Imperative

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THAT REO POLICY, established at the inception of Reo, has never been changed. Exigencies of the moment influence that plan not at all.

WE REO FOLK are not, never have been, ambitious to make all the automobiles—only the best.

MERE VOLUME does not appeal to us. We covet a reputation that to our way of thinking is far beyond that.

THE QUALITY THAT IS REO is the result of that policy. And it is also the cause of the effect that manifests itself in the form of a constant over-demand—a demand for Reos of all models, that is almost hopelessly in excess of the factory output.

THAT YOU KNOW REO QUALITY—that it is splendidly appreciated by motorists generally—is amply evidenced by that very demand.

SO AT THIS TIME, 'twould be a waste of words to tell you more of Reo quality.

OUR MESSAGE TO YOU—a suggestion of most vital import at this time—is to delay not another day the selection and ordering of your automobile.

AND IF YOU'VE DECIDED to cease experimenting and buy a Reo, see to it that your Reo dealer is advised in the form of an actual order—else you may again be disappointed.

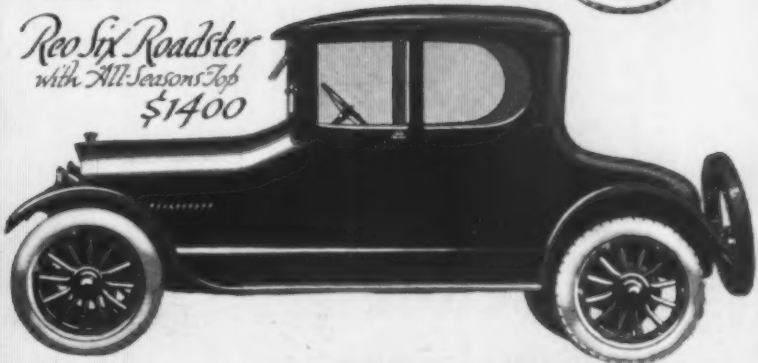
THERE WON'T BE—can't be enough Reos to go round. Reports from Reo Dealers everywhere tell the same story, sound the same warning.

SO DON'T DELAY—today won't be a minute too soon.

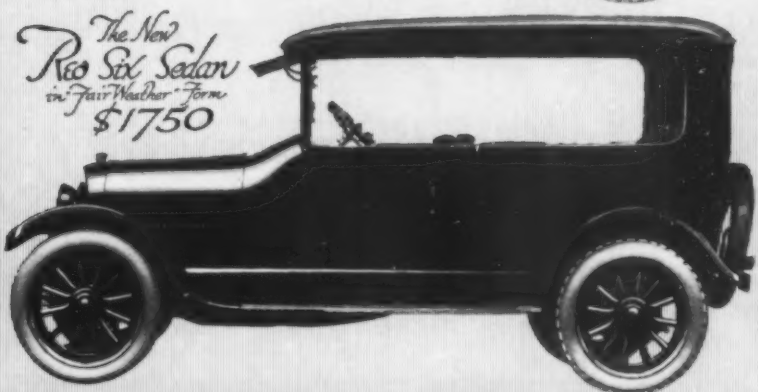
*Six-Cylinder Reo
Roadster 4 Passenger \$1250*



*Reo Six Roadster
with All-Seasons Top \$1400*

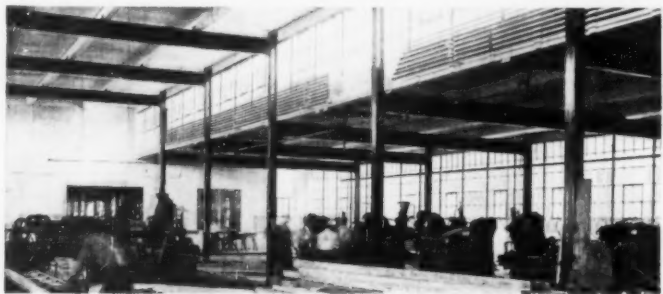


*The New
Reo Six Sedan
in "Fair Weather" Form \$1750*



REO COMPANY
LANSING, MICHIGAN

All prices are factory prices, Lansing, Michigan, and are subject to increase without notice.



A Heavy Machine-Shop in 30 Days

Austin Standard No. 2

THE building shown above and below is one of three distinct types that we build complete, ready for occupancy, in 30 working-days after you place the order. It is admirably suited to machine-shop, foundry or erecting-shop uses. Daylight and ventilation are excellent; and the center aisle may be equipped with crane-ways if required.

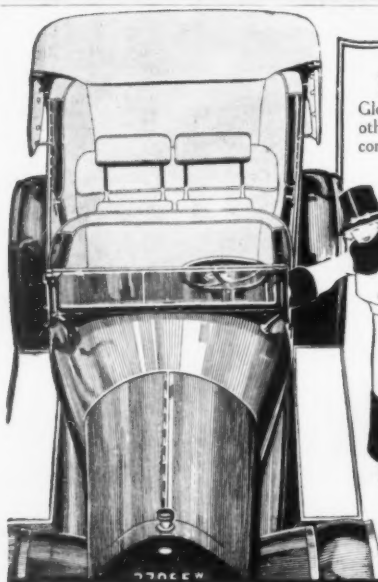
As usually constructed, this building is 90 feet wide, with three 30-foot aisles; but because the I-beams are carried in stock uncut, the aisle-width may be less. The length may be any multiple of 20 feet. The building is a substantial structure which is giving satisfaction to many users.

Austin Standard Factory-Buildings include nine distinct types suited to many widely varying uses, and susceptible of many combinations. Austin service also includes the design, construction and equipment of individual buildings and complete plants. Write, 'phone or wire for particulars.



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Beauty — Luxury —
Comfort

Every car should have them to save the upholstery, to hide worn, unsightly leather and to protect the clothes against soiling. They are easily cleaned—easily attached.

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Send name, model and year of car for 15 fabrics, our low prices and free Seat Cover Book. We send Globe Seat Covers on approval—you pay only if satisfied.

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DEALERS: Send for attractive proposition

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MEN WHO ARE MAKING AMERICA

(Continued from page 417)

At the Convention of Mayors and Mayors' Committees on National Defense, held at St. Louis in March, 1916, he made a rousing address.

"Colonel Vanderbilt would rather have faced a charge of Mexicans than stood up on that platform to make a speech," one of his friends assured me. "Without doubt it was the most trying ordeal of his life, he is so averse to anything savoring of strutting or posing or thrusting himself into the limelight. Only his deep sense of responsibility and the urgency for action impelled him to make that public address."

In his speech, "The Navy, Our First Line of Defense," he showed his contempt for mere lip-patriots by declaring with great force that "the nation cannot be preserved merely by displaying the American flag over the door." That is not his conception of an able-bodied citizen's duties.

"The decision of our forefathers at the first crisis created this nation," he said; "the decision of their sons at the second crisis preserved the Union from internal disruption, and our decision in this third crisis is to determine whether this nation shall be preserved from external domination."

"The War of the Revolution was won only after eight years of strife in which 395,000 men were enrolled in the American Army to fight forces which at no time exceeded one-tenth of that number; in the War of 1812 over 500,000 men were called out to fight, generally unsuccessfully, a total force that never equalled 10 per cent. of that number."

"It is impossible to conceive of any better proof of the incompetence of an army of untrained citizens with no other military qualification than bravery."

"When we realize that the largest navy

the world has ever known has only 250,000 men, it is absurd to suppose that any navy this country is likely to have—even if as large as the largest—will be sufficient in size to corrupt or overawe a population of over a hundred millions, or will incur an expense large enough to imperil our budget."

"Great Britain, though but a few miles from her enemy, relies on her ships, and no foe as yet has set foot upon her soil. Huge armies have not saved Russia or France from invasion; Italian troops are in Austrian territory; France occupies part of German Alsace; in short, armies have not saved their countries from invasions; navies have—and still do."

"Whatever the final lessons may be, we have not only to build those types of vessels chosen by our possible enemies, but we should steadily construct at least four ships of each type to their three."

"This is what we should recommend to our representatives in Congress and thus insist on a return as soon as possible to our position of at least second naval power. We should also recommend a corresponding increase in the officers and men to man these vessels."

Announcement of Cornelius Vanderbilt's promotion last December to the Colonelcy of the 22nd New York Engineers was everywhere hailed as a just recognition of his fifteen years' active service as a volunteer soldier. It is interesting to know that his military career has exerted a marked influence on other men and boys in his family and today four Vanderbilts are enrolled in their country's service.

NOTE.—Next week Mr. Forbes will tell the story of Dr. Alexander Graham Bell, in the thirty-ninth article of his series "Men Who Are Making America."



A SOLDIER AFTER KITCHENER'S HEART

Men who have been through service with Colonel Vanderbilt say he is every inch a soldier. Men in civil life say he is in every way a public-spirited and resourceful man of high ability. Railroad men assert he is not only a first-class railroad man but an inventor of unusual genius.

WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN

LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

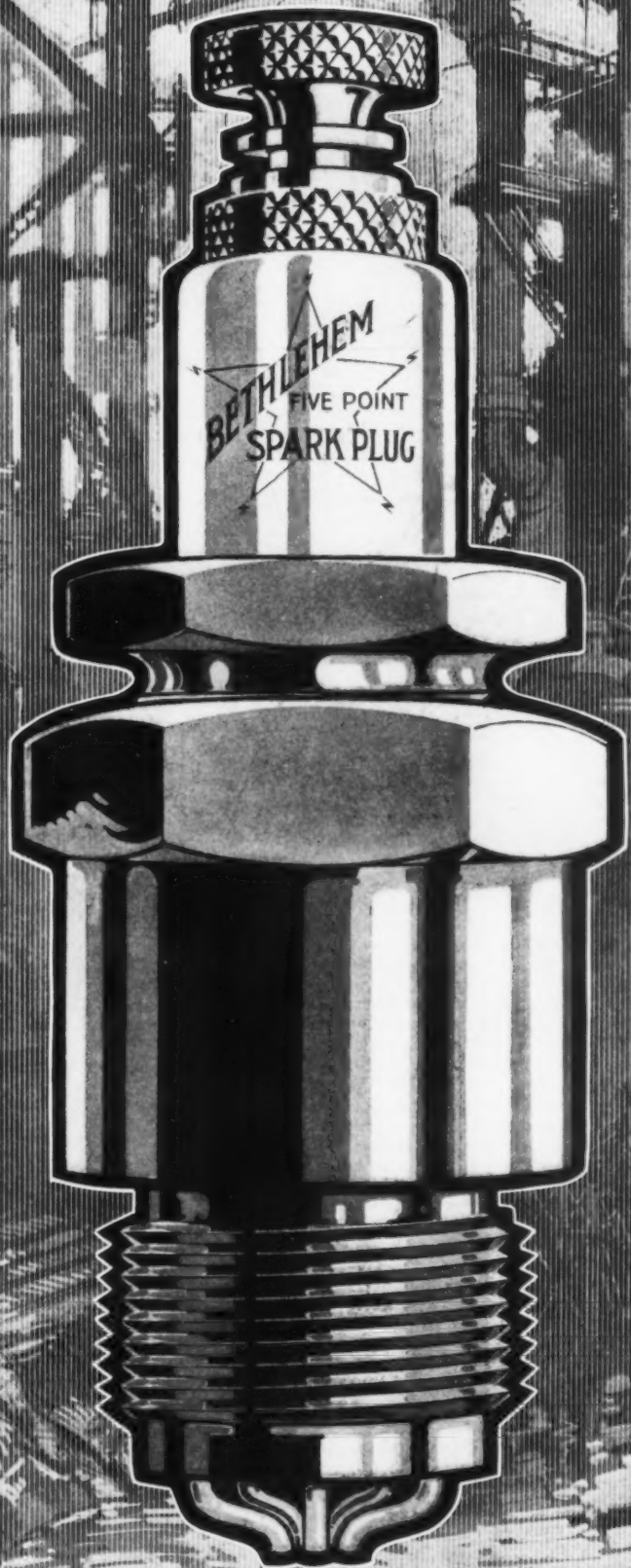
EFFICIENCY IN WAR TIMES

WITH the world against her the perfect preparedness of Germany explains why she has been able to hold out in the unequal contest. When war was declared, a single code word running the length and breadth of the empire brought every fighting man to his already provided equipment within the space of a few hours. When he arrived, the German soldier found his water bottle filled with fresh water. The same bottle had been replenished every day since the Franco-Prussian war! As compared with this almost super-efficiency, our own preparedness becomes a mockery. To correct these conditions prominent administrators and business men from all parts of the United States recently met in Washington to frame for the national government a program of efficiency to accompany the extraordinary measures of national defense now being undertaken.

These men, who form the executive council of the National Civil Service Reform

League, say the greatest losses of the European war have not been due to the failures of the armies at the front but to the bungling and inefficiency at the remote rear. Proofs are found in the disastrous retreats in France at the beginning of the war, by the Russians in the Mazurian lake and Carpathian campaigns and with the British at Gallipoli. Bungling resulted in the overturning of the French ministry, changes in the British cabinet, and the downfall of the Romanoff dynasty. Had the Prussian military machine been less perfect, the Hohenzollern might have gone the same way. Probably a million men have been lost in the European war through inefficiency of the guiding powers of government. Considering that they were picked men physically and mentally, the economic loss to the nations constitutes no small part of the war bill. A proportionate loss, from the standpoint of the economic value of human lives, would be greater than any amount appropriated for defense.

(Continued on page 422)



Made where steel is king

Spark Plugs are not often considered in connection with the efficiency and performance of the motor. Dynamometer and actual road tests *prove* them to be a most important factor.

Bethlehem Five Point Spark Plugs under such tests, have shown that they are the ultimate in both theory and practice. They *must* give you satisfaction far in excess of that to which you have been accustomed.

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Put a few drops of 3-in-One on a clean cloth wrung out in cold water. Wipe the surface carefully, a little at a time. This fetches out all dirt and stains. Then wipe dry with a soft cloth, and the result is a clean and lasting lustre. Try it!

3-in-One The Universal Household Oil

makes mirrors and cut glass glitter—
makes bathroom fixtures shine—
cleans and polishes all metal
surfaces—prevents rust
and tarnish.



3-in-One on a piece of cheesecloth is the best and cheapest dustless duster.

3-in-One on any ordinary mop makes a polish mop that does wonders for hardwood floors.

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WATCHING THE NATION'S BUSINESS

(Continued from page 420)

PATRIOTISM OF BUSINESS

TEN million dollars will be saved to the nation by the patriotic action of the great copper-producing companies of the country, under the leadership of John D. Ryan, in offering the nation all the copper needed by the government for the army and navy at half price. That is what the offer recently made means. The price fixed by the copper companies to the government is on the basis of the average for ten years. That is less than 17 cents a pound. The price today, largely because of the increased costs of labor and machinery, and the increased demand, ranges from 38 cents down to 33, according to the time of delivery. If the move made by the copper companies is followed by other producing concerns, it will take all profit out of war. It is a complete answer to the professional pacifists who argued that selfish business interests were behind the preparedness movement.

WHO PULLS

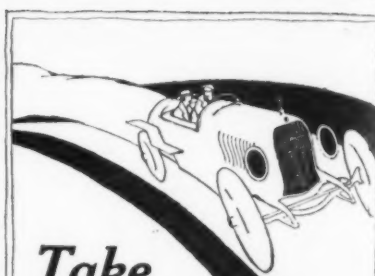
THE STRINGS? PUBLIC opinion forced the abdication of the Czar of Russia, the retirement of Briand, of France, the resignation of Asquith, of England, and the dismissal of Von Moltke, of Germany. The more power a war statesman possesses, the more easily is his downfall accomplished if he uses the power unwisely or inefficiently. The public pulls the strings. In the United States, the public forced President Wilson to arm merchantmen. It forced the Senate to amend its rules to prevent any more filibusters. It forced the President to put forward the date for the meeting of Congress. It will force incompetents and weaklings and those who are half-hearted to stand aside for efficiency.

THE DILEMMA OF A DIPLOMAT

THERE is an old story of an accomplished courtier who always sneezed when his royal master took snuff, which is only matched by the renowned Vicar of Bray, who, holding his sacred office under many changing governments, explained that his political principles consisted in determining how best to live and die the Vicar of Bray. Perhaps Ambassador George Bakhmeteff, Russian minister to the United States, has a problem even harder than that of the good vicar to solve. It all came about through a revolution in Russia, which tossed Prof. Paul Miliukoff to the position of minister of foreign affairs of the new government. The importance of this elevation lies in the fact that it is a sequel to earlier events. Miliukoff, expatriated some years ago from Russia, was for a while a lecturer at the University of Chicago in this country, and later obtained a professorship at Belgrade, in Serbia. There his trail crossed that of Bakhmeteff, then newly appointed as the Russian minister to Belgrade. One of the first acts of Bakhmeteff, according to Miliukoff's friends, was to have the expatriated professor ousted from his job. It is the turn of affairs that has since transpired, which has led official Washington to predict the early retirement of Bakhmeteff from the field of diplomacy, although it is possible, of course, that he may serve his new master as faithfully and zealously as he did the old.

HAVE YOUR WATCH TESTED

IF you propose purchasing an expensive timepiece, Uncle Sam will see that you are not imposed on, in the event you consider a fee of \$5 not too much to expend for his services. On Tuesday, April 10, the next watch-testing period will begin at the Bureau of Standards in Washington. There are four of these tests conducted every year, the one to follow beginning on the second Tuesday in August. Watches may be submitted by manufacturer, retailer, or individual owner. The test lasts fifty-four days.



Take a new lease on Motor Life—

Don't feed your car on dollar bills. Don't be a blank check to your chauffeur or the garageman.

Your car is one of the biggest investments in your establishment. Just because you have money is no reason you should squander it. Read Motor Life and

Learn the Tricks of Experts

These tricks save you hundreds of dollars in upkeep bills. Just one hint about carburetion may save you \$25 in gasoline. Another about the care of tires may save you \$50. A new idea in preserving paint and upholstery will give your car \$100 greater second-hand value.

These are the things that Motor Life tells you by the score in every number—at the cost of one unnecessary hour in the repair shop.

Be Up-to-Date

The new things are shown first in Motor Life—new cars, new body styles, new conveniences, new luxuries. It keeps you up-to-the-minute in motoring things, just as the leading fashion magazines do in clothes.

Motor Life is different from ordinary "automobile magazines." You want to save money in running your car, but you want to have a good time doing it. You are bored with technicalities. You like your pudding served with a pictorial sauce, a dash of society, clubs and sports, and a few grains of humor. That's what Motor Life gives you—and you'll pass your plate for more.

Save Money

In running your car by reading Motor Life. Save money in subscribing by signing this coupon. Get these six elaborate numbers at one-third less than regular rate—\$1.00 instead of \$1.50. You get, besides, without charge, the most complete touring, mechanical and shopping service ever offered by a magazine.

MAY—Town and Country Number
JUNE—Touring Number
JULY—Resorts Number
AUGUST—Country Club Number
SEPTEMBER—Sport Number
OCTOBER—Closed for the Season

SPECIAL OFFER

Don't Send Money

Motor Life, 243 West 39th St.,
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I accept your special offer. Send Motor Life for six months and a bill for one dollar (regular rate \$1.50).—OR—Send it for two years and bill for \$3.00 (Regular rate \$6.00).

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CITY _____

L. A. 12

A CHOCOLATE OPPORTUNITY

BY W. E. AUGHINBAUGH



FROM THESE UNATTRACTIVE PODS COMES THE CHOCOLATE FOR DAINY BONBONS

Comparatively few of the lovers of the soda-fountain and candy counter are concerned with the source of the chocolate in the confections they order. Chocolate comes from the seeds of the fruit of the cacao tree. The fruit, which is usually gathered from the trees twice yearly, is somewhat like a cucumber in shape and is red or yellow in color, according to the variety of the tree. The seeds, which completely fill the thick husk, as this picture shows, are removed, fermented, screened and dried, and from them are prepared cocoa, cocoa-butter and chocolate.

AMERICANS are the largest users of candy in the world and we have a particular fondness for confections flavored with chocolate or composed chiefly of that article. The soda-fountain is found only in the United States and Canada and of all the syrups used chocolate is the favorite. Despite these facts our chief sources of supply for cacao and chocolate were England and the Netherlands, countries which produce neither sugar nor chocolate.

A striking change indeed has taken place in our imports of cacao and chocolate since the war began. In 1913 we purchased about 149,500,000 pounds of chocolate. Of this quantity Europe supplied us about 77,000,000 pounds; Central America and the West Indies 41,500,000 pounds; South America 36,000,000 pounds and Asia about 1,000,000 pounds. In 1916 a peculiar condition developed in our chocolate market, the imports of which reached the enormous quantity of 243,000,000 pounds. Of this amount Europe contributed but 2,000,000 pounds; Central America and the West Indies, 95,600,000 pounds; South America 97,700,000 pounds and, most significant of all, Africa furnished 28,000,000 pounds, an unusually large proportion coming from the Gold Coast of Africa and isolated English colonies. Following, there developed in this country a large re-export trade in this commodity. In 1915 our total re-exports of chocolate amounted to 29,000,000 pounds as against only 5,285,000 pounds in 1912.

There exists no valid reason why we should not go on increasing our export trade in both chocolates and candies. Our nearness to the leading sugar-producing countries, and our closeness to Trinidad, Venezuela, Colombia, and Ecuador, the principal cacao-growing territories makes conditions ideal for this purpose. Furthermore the purchase of cacao from the West Indies and Central and South American markets would aid materially in the development of a reciprocal trade, the only proper basis on which to establish export markets.

It is a fact that all the sugar-raising countries raise cacao also. This being the case I have often wondered why progressive manufacturers do not make chocolate where it is grown instead of shipping the essential ingredients to factories thousands of miles away at great expense in freight and other forwarding charges. There are really wonderful opportunities for manufacturing

this commodity in Trinidad, Venezuela, Colombia and Ecuador.

Latin-America offers an unusual opportunity to American manufacturers in another line of goods. All Latin-American countries are to-day in need of furniture, and excellent markets for these goods are to be found in the principal cities. Formerly Austria, France and Germany supplied their requirements. Bent wood furniture is in great demand. In order to secure this trade, exporters must remember that the legs and portions of articles of furniture touching the floor should be creosoted or treated with some solution to prevent the attacks of the numerous wood-eating insects of the tropics, which devour the interior of chair and table legs, leaving intact the outer shell of varnish, the damage done being only noticed when one attempts to use the piece of furniture. One method of preventing such attacks is to place legs of furniture in cups or saucers of kerosene, but the European furniture manufacturer had a means of treating wood that made it insect-proof and this gave him a leverage on the market. Light metal furniture, treated with a rust preventive compound for rainy districts, I am sure would also sell well.

TRADE NOTES

A weekly international railway service has been inaugurated between Montevideo, Uruguay and Porto Alegre, Brazil.

The records of the Board of Education of New York City show that more than 11,000 students are studying Spanish. This is business preparedness of the right kind.

Both American exports and imports suffered a heavy loss during February, the former showing a decrease of nearly \$148,000,000 and the latter a reduction of about \$43,000,000, as compared with the month of January.

It seems certain that the Orient, Russia and Siberia are to be the scenes of remarkable mining operations, after the war. This is an opportune moment for manufacturers of mining machinery and equipment to prospect these fields for possibilities.

Bolivia is showing great activity in opening new trails and in the construction of railways and wagon roads to the vast agricultural regions near her eastern border. The government has just authorized a loan of \$5,000,000 to be made for the building of one section of the Uyuni-Tuzipa Railway.

ANSWERS TO INQUIRIES

Readers of LESLIE'S interested in export trade of any description are invited to ask advice or help from Mr. Aughinbaugh, who will answer all inquiries promptly by mail. This service is entirely free.

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THE HIGHEST QUALITY ASSURES PERMANENT SATISFACTION

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If you're thinking of buying any motor-driven vehicle or boat, but are in doubt as to what particular type is best suited to your needs, H. W. Slauson, M. E., editor of Leslie's Motor Department, will give you unbiased information that will help you solve the problem.

Mr. Slauson is an automobile expert who is in an unusual position to help settle motor questions.

For years he has been studying the problems of thousands of motorists and his own experience and his complete records of other motorists enable him to advise you promptly and accurately on any matter relating to automobiles, motorcycles, motor boats, motor trucks.

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Gentlemen:

I am considering the purchase of a _____ (Give name or make if you have any preference, or the price you want to pay.)

Motor Car _____

Motor Cycle _____

Motor Truck _____

Please help me in its selection and give me, free of charge, this special information:

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Name.....

Address.....

LES. 4-12-17

ONCE IN EVERY MAN'S LIFE

WHAT HAPPENED TO HIM
MAY HAPPEN TO YOU



THE AUTOMOBILIST'S STORY

"Just as we came over the hill, two thugs with murderous looking clubs sprang out of the darkness, but when I flashed my Colt they disappeared in a jiffy. Of course that saved us, but believe me the Colt is a mighty necessary part of an automobile equipment nowadays. I wouldn't be without one in my car."

"You can't forget to make a Colt safe"
COLT'S PATENT FIRE ARMS MFG CO. HARTFORD, CONN.

You're liable to
have the same ex-
perience any time.
Why not equip your
car with a Colt?

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AT YOUR DEALER
Write for free booklet
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A specific 10,000 mile written guarantee for every Bricton Tire user. Tire economy and protection against punctures, blowouts and rim cuts. Bricton Tires are run, oil and gasoline proof and wonderfully resilient and easy riding.

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LISTERINE

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An infected wound is usually a neglected wound. To prevent infection of cuts and abrasions, promptly use Listerine.

4 SIZES
15c, 25c,
50c, \$1.00



DO YOU KNOW THE NAVY?

BY RICHARD SMITH

ACTING under the authority vested in him by the naval law of August 29th, 1916, the President has called for 27,000 more men to bring the navy's strength up to 87,000, the number necessary to man our fleet adequately.

The absolute necessity of a powerful navy at this time must be recognized by any thinking man, for on its strength hangs the safety of the country. In addition to his call for new recruits, the President has set the wheels going for the vast development of the fleet proper through the expenditure of the additional \$517,000,000 appropriated by Congress on March third. This sum added to the \$318,000,000 appropriated in 1916 has given the Navy Department, in a period of seven months, a total of \$835,000,000 available for immediate expenditure.

With the quality of our navy there is no complaint. In material and personnel it ranks with any in the world but in quantity, which it must be remembered is also vital, we are inferior to several foreign powers. It will take months and years to build the dreadnoughts that are to rank us second among the navies of the world but the enlistment of seamen should be a matter of days and their training one of months.

The chief fighting units of our navy are concentrated in three active fleets, each having an admiral as commander-in-chief. The Atlantic fleet covers the Atlantic ocean, Mediterranean Sea and tributary waters and it may be said that in this fleet is centered the real naval strength of the country. The Pacific fleet covers the western coast of North and South America, Hawaii and Samoa, while the Asiatic fleet covers the western Pacific, the Philippines and the Indian Ocean. Neither of these two, however, has first-class fighting strength. Such detached ships as act in the Caribbean are controlled directly from Washington.

The present Atlantic fleet consists of four divisions of first-line battleships, each division theoretically consisting of four vessels; though two have but three ships; a cruiser force; a destroyer force; a large force of submarines; a reserve battleship force; a weak scout force; a mine force and other auxiliary vessels for repair work, fuel and supply bearing. Along the seaboard and operating in conjunction with the fleet is the coast defense force of older vessels.

The young man entering the navy is most interested in his chances for advancement. Secretary of War Daniels, in his recent report, had this to say:

"The American navy offers as fine an opportunity as exists to the American youth who wishes to win in the race of life. It offers a wide variety of industrial courses to ambitious young men. Under twenty years of age and after a year's service a bluejacket may stand the examinations for admission to the Naval Academy, to which twenty-five lads from the service are admitted annually. If he is studious and ambitious the bluejacket may rise in due time to wear the much-coveted four stars of an admiral.

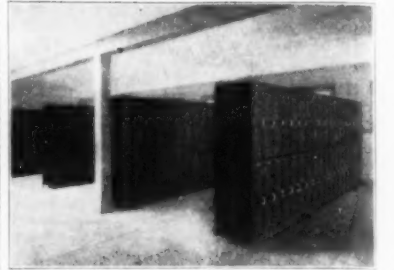
But whether a bluejacket remains in the navy with opportunity to climb to the highest pinnacle of success, or whether he learns a trade and retires eventually to civil life to ply it, he gets in the navy one of the finest trainings available anywhere, an experience unique and broadening, and in which he is well fitted for the duties of patriotism and of citizenship.

"Under new rules fifteen enlisted men have been commissioned as assistant paymasters, sixty-four as pay clerks, and in the future all pay clerks will be promoted from the ranks. Thirteen enlisted men have been promoted to the rank of ensigns. Enlisted men are also eligible for commissions in the aviation corps."

Commissioned officers are of the line or of the staff. The officers of the line are:

(Continued on page 425)

DURAND Steel Lockers



NO matter how difficult your locker requirements may be, it is probable that we have solved a similar problem for someone else.

Durand Steel Lockers are fire-proof, practically indestructible, sanitary, and convenient. They are adapted for offices, factories, schools, hotels, clubs, gymnasias, and wherever lockers are used.

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steel shelving, steel bins and
general steel factory equipment.

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Let Me Cut Your Ice Bills

Let me send you a beautiful White Frost, 30 days' trial. I'll pay freight. Send it back at my expense if it doesn't save ice, keep foods cooler.

White Frost Refrigerator

Steel built, cork insulated, white enameled. Round. Revolving shelves. Noiseless cork cushioned doors, new drinking water cooler, move-easy casters. \$6.50 down, pay as you use. Deal direct with manufacturers, save money, get extra value. Write for catalog. N. L. SMITH, Pres. White Frost Refrigerator Co. Dept. 15-1 Jackson, Mich.

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Ride in a Bush Car. Pay for it out of your commissions on sales, my agents are making money. Shipments are prompt. Bush Cars guaranteed or money back.

Five-Pass., 34.7 H. P. 25 1/2" tires

Write at once for my 48-page catalog and all particulars. Address J. H. Bush, Pres. Dept. 4-D-N

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Auto Lighting for Bicycles

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How Old Are Your Eyes?



Glasses like those pictured above make your eyes look old.

Besides, what a nuisance it is to peer over the top of your reading glasses—or remove them entirely—every time you look at distant objects. Fussing with two pairs is still more inconvenient. And the old-fashioned bifocals, with the seam or hump, are so unsightly and age-revealing.

The *one* way to retain youthful, efficient eyesight is to wear

KRYPTOK GLASSES THE INVISIBLE BIFOCALS

KRYPTOKS (pronounced Crip-tocks) keep your eyes young in usefulness, because they combine near and far vision in one lens.

They keep your eyes young in looks, because no seam nor hump reveals the fact that you are wearing double-vision glasses. The surfaces of KRYPTOKS are clear, smooth and even.

Ask your oculist, optometrist or optician about KRYPTOK Glasses.

Write for booklet, "Eyesight Efficiency." Please give (if possible) name of your oculist, optometrist or optician.

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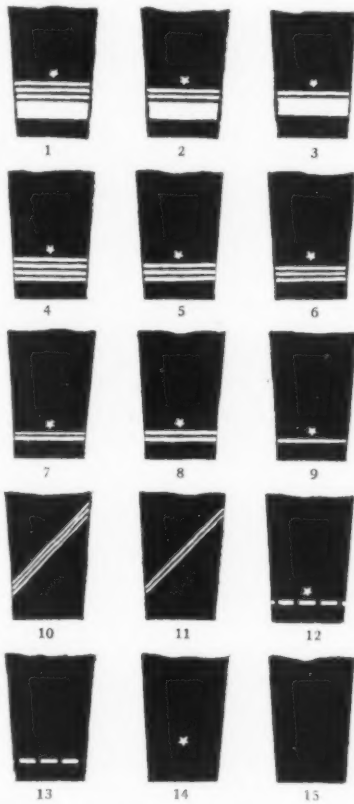
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Send 2 Cents in U. S. stamps to pay postage and we will send you FREE a SAMPLE COLLAR of our New Style "Copley." State size wanted. REVERSIBLE COLLAR CO., Dept. F, Boston, Mass.

DO YOU KNOW THE NAVY?

(Continued from page 424)

The Admiral of the Navy, which was the rank of Admiral Dewey, the Admirals of the Fleet, three in number, vice admiral, rear admiral, captain, commander, lieutenant commander, lieutenant, lieutenant junior grade and ensign. Midshipmen are classed also in the line.

The officers of the staff are medical, dental and pay officers, chaplains, professors of mathematics, naval constructors and civil engineers.



SLEEVE INSIGNIA OF COMMISSIONED AND WARRANT OFFICERS OF THE NAVY

- | | |
|----------------------|-------------------------|
| 1 Admiral | 11 Midshipman, 2d Class |
| 2 Vice Admiral | 12 Chief Boatswain, |
| 3 Rear Admiral | Chief Gunner, |
| 4 Captain | Chief Machinist |
| 5 Commander | Chief Carpenter, |
| 6 Lieutenant Com- | Chief Sailmaker, |
| mander | Chief Pharmacist |
| 7 Lieutenant | 14 Boatswain, Gunner, |
| 8 Lieutenant, junior | Machinist, Mate |
| grade | 15 Carpenter, Sailmak- |
| 9 Ensign | er, Pharmacist, |
| 10 Midshipman, 1st | Pay Clerk |
| Class | |

As in the army, branches of the service, rank of officers and grades of enlisted men may be distinguished by style of uniform, color of facings, collar and cap devices, braid and chevrons.

Warrant officers, a classification confined to the navy, hold their authority direct from the Secretary of the Navy. They rank below commissioned officers and are boatswains, gunners, carpenters, sailmakers, machinists and pharmacists.

Under the warrant officers come the petty officers, who may be compared to the non-commissioned officers of the army. The chevrons worn to designate certain grades among petty officers and enlisted men are shown in the illustrations accompanying this article.

The modern battleship is probably the most complete and complex machine man has ever produced, and though the picturesque features which surrounded the wooden man-of-war of years ago have gone, their place has been taken by features a thousand times more interesting and inspiring. Here is the last word in a cold, brutal, fighting machine that is also a home for a thousand men; a machine that fairly radiates personality and proves itself both a work-

(Continued on page 428)



What Shall Go In It?

In the bowl of milk which you will serve so many times next summer.

There is something better than bread or crackers—better in food value, better in taste, and better for digestion.

It is Puffed Wheat, with all the wheat elements, and every food cell exploded.

Grains of wheat—or grains of rice—puffed to eight times normal size. Bubble-like grains, flaky, roasted and thin. Airy morsels which crush at a touch, and which have an almond flavor.

Made by Prof. Anderson's process, so digestion is easy and complete. Every atom feeds.

Folks get too little whole-grain food. Why serve a part-grain in your milk dish when whole grains are so dainty?

Puffed Wheat Puffed Rice and Corn Puffs

Each 15c Except in Far West



What Shall Go On It?

On your berries or other fruit.

Fruit is better when a crust goes with it. That's the reason for pies and tarts and shortcake.

Puffed Grains are dainty, nut-like crusts to mix in with your berries. They form a delightful blend.

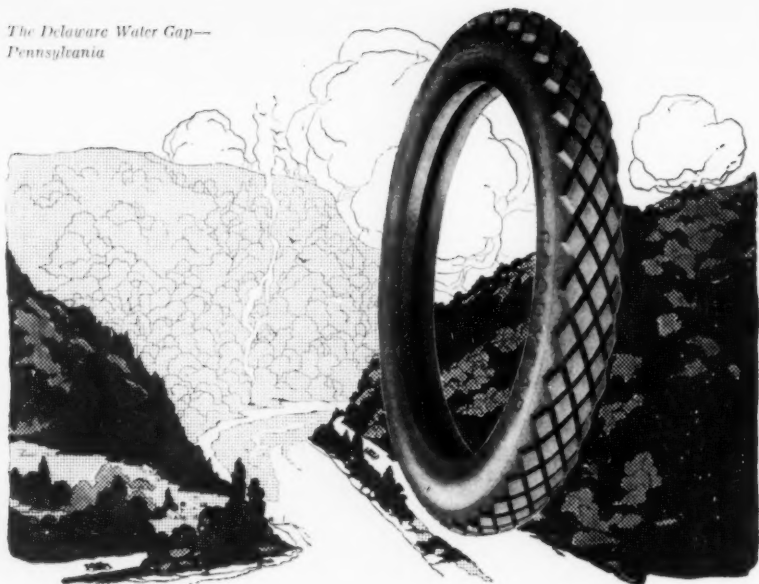
Or serve the Puffed Grains in a separate dish, covered with sugar and cream. And eat them with your fruit.

There is nothing else like them. Nothing with food cells exploded. Nothing with such an inviting taste. Your folks will revel in Puffed Grain dishes. Serve all three kinds, and serve them often. They are the perfect grain foods.

The Quaker Oats Company

Sole Makers

The Delaware Water Gap—
Pennsylvania



The Lesson of Predominance

The growth or decline of any business depends inevitably upon the character of the article produced.

The public is not slow to appraise this character, and to reward it in just proportion to its excellence.

Thus, to the discerning person, the fact that more Goodyear Tires are sold in the United States than any other brand is deeply significant.

And as deeply significant is the further fact that the margin of Goodyear leadership is widening every day.

The first fact admits of but one conclusion: Goodyear Tires more ably than any others meet the wish of the average motorist.

The second fact supplements this conclusion with evidence that Goodyear Tires *consistently* are preferable, and as such are coming into wider and wider use every day.

Both conclusions should bear heavily with you in the selection of tires for *your* car.

Both recommend directly that your selection should be Goodyear Tires.

Goodyear Tires, Heavy Tourist Tubes and "Tire Saver" Accessories are easy to get from Goodyear Service Station Dealers everywhere.

The Goodyear Tire & Rubber Co., Akron, Ohio

GOODYEAR
AKRON

MOTOR DEPARTMENT

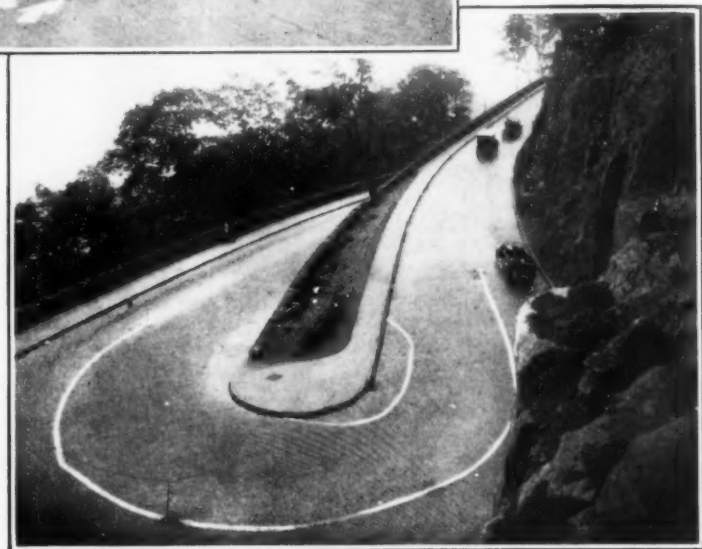
CONDUCTED BY H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



"KEEP ON YOUR OWN SIDE OF THE ROAD"

This plainly-marked white line on a turn in a city street warns the motorist when he is entrenching "on the other fellow's roadway."



SAFETY DEMANDS THAT MOTORISTS KEEP TO THE RIGHT

This highway, which marks one of the entrances to the Palisades opposite New York City, contains several sharp turns, each of which is marked in the manner shown. The driver of the car which trespasses on the wrong side of the line is liable to arrest.

BAD ROADS—AND EXCUSES

THE vast increase in the year-round use of the motor car has been due, principally, to the great number of modern roads constructed throughout the country.

The modern road, with its hard surface, leaves no tire-destroying ruts after a mid-winter thaw, and is hard and dry during March and April, while the so-called "good roads" are still impassable seas of mud. Unfortunately, however, the terms "modern road" and "good road" are not synonymous. The road may be dry and hard-surfaced and yet may contain so many holes and breaks in its construction as to represent a greater hardship on the tires, mechanism of the car, and comfort of the occupants than the most poorly kept dirt road. In fact, it is a favorite saying of motorists that "a good road gone wrong is worse than no road at all."

Highway engineering has become a highly developed art, and good road-making materials are plentiful. Consequently there is absolutely no excuse for a modern road "to go wrong" within its first four or five seasons of use—unless petty graft and local politics can be considered as sufficient excuses.

It is not enough that the surface of the road be composed of the proper materials. These materials must rest on a firm foundation which extends to a sufficient depth below the surface to withstand the effect of the frozen ground on either side. Furthermore, the surface must be water-proof in order to prevent the entrance of rain or melted snow, which, when frozen, will separate and disintegrate the best-laid foundation. Also, the road surface and gutters must be so constructed that the highway will automatically drain itself of all water. This serves the purpose of automatic flushing and accounts

for the continuous clean-swept appearance of the well-designed and properly constructed roadway.

A properly constructed highway is expensive, but it is an asset too obvious for argument. Too often, however, the first cost represents the deciding factor in the selection of a certain type of construction, and the upkeep cost is overlooked. It is this attitude on the part of the town or county tax-payers or road commissioners, coupled with graft and politics on the part of the contractor, which accounts for a large part of the improved roads which need to be reconstructed each year. The town or county road commission, however, which cannot realize that each mile of road built must at least outlast the term of the bond issued to pay for its construction is so lacking in business sense and administrative ability that it should not be entrusted even with the management of affairs of lesser importance.

Many progressive localities have tried various strips of differently constructed roads, used under different conditions of vehicular traffic. Accurate records of the first cost and upkeep expenses of these various sections have been kept, and the "efficiency" of each type of road construction thus determined. Results of such experiments, conducted by thoroughgoing county and township authorities are open to any other investigators, and consequently ignorance of the results obtained from different types of construction or materials can form no plea in extenuation of the failure of roads to last the required eight, ten, fifteen or twenty years.

Furthermore, for those road users under-

(Continued on page 427)

The New Oliver Nine Was \$100—Now \$49

FREE TRIAL No Money Down

The Famous Oliver Nine—a world leader—now enters the big production, low price field. And a new plan cuts the price in two. You now save \$51 per machine. No need to pay \$100 again.

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Our plan is simple. No red tape. Maker and user deal direct. We send this wonderful typewriter to you for free trial. No money down. No C.O.D. No salesman to influence you.

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THE OLIVER TYPEWRITER COMPANY
1044 Oliver Typewriter Bldg., Chicago, Ill.
(610)

MOTOR DEPARTMENT

(Continued from page 426)

cided as to the proper nature of road construction for various kinds of traffic, the manufacturers of different road-making materials have combined to form organizations, which have collected such material



AN ATTRACTIVE HOTEL SIGN
Good roads and good accommodations go together. Hotels which are recommended by state organizations of motorists may be relied upon to treat even the non-member tourist with courtesy and fairness.

in the form of correct specifications for the construction of improved roads.

With all of this material before our road commissioners, the motorist—and voter—knows at what point to attach the blame for road conditions as they are today.

QUESTIONS OF GENERAL INTEREST

HOLDING CAR ON HILL

D. A. N.: "I find it rather difficult to pull my emergency brake to a notch which will hold tight enough to prevent the car from rolling down a steep hill. Would it be advisable to use a chain around the spokes of the wheel?"

This will not be necessary. A stone, or other heavy object, when placed in front of the wheel, will serve the purpose. If you have difficulty in holding the car until you can put the stone in place you might throw the transmission to reverse or to low speed. This, in conjunction with the emergency brake, will serve to hold the car on the steepest grade until you can block it.

BLOWOUT AFTER VULCANIZING

N. E. R.: "I vulcanized a small cut in my tire the other day and the patch seemed to hold well. After running a few hundred miles, however, the shoe blew out right under the patch. How can you account for this?"

If the cut was a small one, it is quite probable that you did not observe the bottom of the cut to note whether the fabric was injured or not. A piece of glass or other sharp object which cut through the thick rubber tread of the tire would not necessarily stop at a few plies of canvas forming the carcass. If two or three of the five or six plies of fabric are cut, this brings an undue strain upon the remainder. I feel quite certain that this is what happened in your case. It is always advisable to examine the bottom of cuts carefully to see that they do not reach through any portion of the fabric.

REASON FOR COOLING OIL

C. B. S.: "I note that many manufacturers speak of the position of the oil pan or oil pipes which enable the oil to be cooled. Why should the oil be kept cold?"

It is not so much that oil should be kept cold as that it should be prevented from getting too hot. Oil which circulates continuously through the engine is liable to reach a temperature closely approximating that of certain portions of the engine itself. Under these conditions the oil becomes thin and loses much of its lubricating properties. Therefore, at the time when the greatest lubricating properties of the oil are needed most, the oil is in the least condition to perform its work. Proper cooling of the oil overcomes this difficulty.

LAW REQUIRING REAR VIEW MIRROR

A. C. V.: "Has any state enacted a law which requires the use of rear view mirrors on cars?"

New Jersey has enacted such a law. The mirror should be on the driver's side of the car so that a clear view of the road may be obtained for several feet behind. This prevents accidents caused by turning in front of an approaching vehicle.

You Can Take Hills on High Without A Knock

if you will keep your motor free from carbon. That knock—the difficulty you have in climbing hills—poor pick-up—lack of power—noisy motor—in fact 80% of engine trouble is caused by carbon. Clean it out with

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and your engine will run like it did the first 500 miles—quietly and full of "pep." And your gasoline consumption will drop from 12% to 25%.

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For 25c—five minutes time—and with no labor you, yourself, can remove all carbon deposits. Simply pour an ounce of Johnson's Guaranteed Carbon Remover into each cylinder. It softens the carbon and releases it from the metal—then as the engine is operated the deposit burns, powders and goes out with the exhaust.

Use It Every 1,000 Miles

If you will use Johnson's Carbon Remover at regular intervals giving carbon no chance to accumulate, you will automatically eliminate most valve trouble and your engine will always be at its highest efficiency.

If your dealer cannot supply you with Johnson's Carbon Remover use attached coupon



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I enclose \$1.00 for which please send me by prepaid express enough Johnson's Guaranteed Carbon Remover to thoroughly clean an ordinary four-cylinder motor four times.

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Old proverb

Business men. The daily grind and the nightly lag—the meagre appetite which makes fasts of feasts and unpleasant duties of what should be enjoyable dinners. Such a regime must eventuate in a soggy brain.

The key to the situation



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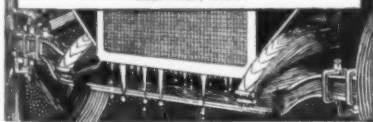
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**DO YOU KNOW
THE NAVY?**

(Continued from page 425)

shop and a self-supporting community able not only to clothe and feed, teach, employ and amuse those who live in it, but also to supply virtually everything that the average man's comfort or interest demands. Truly the modern battleship offers community life developed to the nth degree.

Probably, too, there is no more complete and startling proof of the value of discipline, drill and cooperation for maintaining not only efficiency but also safety, than that given on a battleship.

Responsibility rests on the shoulders of every man on board and vital responsibility rests on the shoulders of many hundreds among the thousand. That is why practical not theoretical training is necessary, why the maneuvers at Guantanamo are the most valuable side of naval life, why laxness is not tolerated. Too many million dollars worth of property and too many hundreds of lives are at stake to permit of inefficiency or carelessness. With such a complexity of duties in mind, as fall to every man from common seaman to captain, one may readily understand why the government wants only its best and most intelligent among the young men of the country in its navy.

Consider for a moment the personnel of a battleship. At the top, with full command and responsibility, stands the captain, the administrator. He is perhaps as near an absolute monarch when at sea as the civilized world offers. After the captain comes the executive officer, on whose shoulders his chief places responsibility for maintaining the general and military efficiency of the ship. He is the captain's representative and to him every question is referred. The heads of departments and all officers and men are under his direct orders. Under the executive officer, who may have one of several ranks, but on the larger ships is likely to be a lieutenant commander, comes the first lieutenant. To him is delegated the care and order of the vessel. In short, he is "the housekeeper." Then, day and night some officer must be in temporary and full charge of the deck, his headquarters are on the bridge. He is known as the officer-of-the-deck. On these officers rests the main executive control.

At the heads of the various departments are the medical and pay officers, the officer in command of the marines or "sea soldiers," the chief engineer who has charge of the motive machinery and lighting and heating plants, the navigator, the gunnery or ordnance officer, who is responsible for the real work for which the ship is built, that of destruction, and the chaplain. These men, with their direct subordinates down to the younger ensigns, form what is called the ward-room mess. The captain, however, dines alone. Other messes or "families" dining together are those formed by the junior, the warrant and the petty officers.

Divided up among the various departments of the ship are the warrant officers and the petty officers of many classes and grades. The boatswain and his mates, acting under the executive officer and lieutenant, have charge of the decks, anchors and cables. They summon the crew to its duties by whistle and pass on all orders to the men. They are the experts in seamanship. The gunners and their mates have charge of the ship's ordnance and electrical equipment, under the ordnance officer or his division officers.

The carpenters and their mates have as their duty the maintenance, in good condition, of the ship. The quartermaster and his assistants come under the navigator and see to the carrying out of all orders which have to do with navigation. The masters-at-arms act as ship police. The yeomen form the clerical force in the different departments. Coxswains act as boat crew commanders.

Petty officers and enlisted men are in general classified under four heads: the

(Continued on page 429)

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THE railroad situation has again become one of the most important factors in the stock market. Upon the outcome of the urgent appeal of the railroads to the Interstate Commerce Commission for permission to make higher freight rates very much depends. The Adamson Law, increasing the wages of hundreds of thousands of workmen, has been sustained by the highest court and must be enforced, however seriously it may affect the roads. But it has placed on the latter a heavy burden and they may stagger under it unless accorded reasonable relief. Beside the wage advance, the roads have to reckon with higher prices for supplies and higher taxes. It is cold comfort for them that a special commission is to investigate their financial ability to stand the strain. Long before these commissioners could compile the facts and frame their report, the roads might be in distress. This would inevitably react unfavorably on the business and financial situation.

The large increase in wages which the Adamson Act imposes is but the latest of many handicaps with which the National and State governments have fettered the roads and checked their expansion. If not offset, it may prove—not the last feather, but the last ton of weight on the backs of some of them. Take, for instance, such a road as the New Haven, which has been heroically striving to rehabilitate itself after years of hard luck and hampering restrictions. The new law, it is estimated, will cost the line \$1,740,000 a year, a grievous levy on that property.

It is unfair to compel the railroads to swell their annual outlay by \$50,000,000 and yet to forbid them to add one dollar to their incomes. Why should the railway industry alone be prohibited from charging more for its product when the costs of production are greatly enhanced? The railroads are semi-public institutions, amenable to state control, but economic law reigns over them as over strictly private concerns. It is neither justice nor common sense to ignore the fact that higher prices for labor and materials are a clog on railroad operation, not less than on automobile or steel manufacturing.

For something over a year past, the railroads have had a share of prosperity. But who can tell how long this will last? Already the wave of profit appears to have reached its highest and there are signs of recession. Several of the leading roads report considerable shrinkages of revenue in February. Until it is certain that earnings will not fall back to their old level, no additional burdens should be put on the roads, or they should be allowed to protect themselves as all other businesses do.

Shippers who oppose the asked-for rate advances are fighting against their own ultimate best interests. The extensive railroad industry must be enabled to prosper if the rest of the country is to do so. Whenever the railroads make money trade is quickened everywhere, for they create a market for \$1,000,000,000 worth a year of goods of many kinds. When they do not thrive the entire land is liable to depression. It would therefore be "good business" for all sections and industries if the commission should grant the transportation systems the right to charge living rates. It does not seem credible that the needs of the carriers will be ignored or that the increase of 10 or more percent in freight tariffs in general will be denied them. Favorable action by the Commission would undoubtedly put new life into railroad securities and indirectly add strength to all other issues. There is encouragement in the fact that increases have been allowed in certain rates.

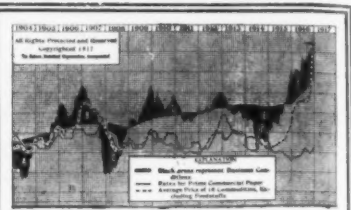
Depressing reports regarding crop prospects have been sent out from the wheat producing regions. Owing to lack of a good snow covering the past winter and to prevalence of drought of late, winter wheat on large areas failed to germinate. A serious shortage in the yield of this cereal would have a bad effect on the whole country. Fortunately it is possible to sow spring wheat in the places where winter wheat failed to grow.

The war cloud hanging over the Nation has a silver lining in the prospect that during wartime industries will be stimulated and prosperity in many lines accelerated. This would have a sustaining effect on the financial market. On material reactions the best classes of securities are still attractive and the purchaser's reward will be all the greater if later there should be the marked boom which many financiers look for.

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come before it can earn profits. The prospectus is too glowing.

T., Waverly, Va.: I. I am glad that you made money on Steel and C. F. & I. on my advice. Distillers' par value is \$100 and the dividend was recently reduced from 6 to 2 per cent.

H., Dale, Ind.: Such stocks as Ramsey Products are too speculative for conservative investors. All the cheap mining stocks are gambles. It is a safe rule never to buy the stock of a corporation which is not a dividend payer.

D., Grand Rapids, Mich.: Continental Gas & Electric Co. is paying 6 per cent. on preferred but only 2 per cent. on common. Earnings show a moderate surplus over fixed charges and dividends. The preferred is a fair business man's investment. The common is not attractive.

C., Titusville, Pa.: Anglo-American is one of the S. O. group and a flourishing company. It pays 20 per cent. on par (\$5) or about 6 per cent. on present market price (about \$17). It is a good business man's investment. Bear in mind, however, that the company is a British one and liable to a heavy war tax.

J., Memphis, Tenn.: There are contradictory stories regarding the merger of Curtiss Aeroplane and Wright-Martin Aircraft. The merger seems at present unlikely. The aeroplane manufacturing business is bound some day to be immense and profitable. The stocks of the aeroplane companies are just now long pulls.

H., Bannock, Ohio: I. So long as La Belle Iron pays dividends, the stock will be a fair business man's investment, especially the preferred. Your return is so good that I would not advise a sale of your shares. 2. I have never regarded Cream of Rice as other than decidedly speculative. If you can sell your stock it would be wise to do so and invest in sound dividend payers.

B., Salem, Ohio: 1. North American Pulp & Paper Co. has extensive properties and if the price of paper holds high it should in time do well, but it seems now a long-pull speculation. If you even up, you would be in better position in case of a general advance. 2. Columbia Gas & Electric paying no dividends is still in the speculative stage. I would prefer a stock yielding a return.

C., Waterloo, Iowa: I cannot see in the Lackawanna Coal & Lumber Co. bondholders' reorganization plan a scheme to get rid of small holders. Evidently unless the company is reorganized the property will be seized by creditors. Under the plan there would be an assessment of equal per cent. on the bonds and all who paid it would share equitably in the new arrangement.

A., Prestonburg, Ky.: Elkhorn Coal Corp., with its \$12,000,000 common and \$6,600,000 preferred (par \$50), is perhaps not too highly capitalized for its extensive properties. Incorporated in November, 1915, the preferred was put on a 6 per cent. dividend basis in June, 1916. I know nothing about any deals in which the corporation is concerned. The preferred stock is a fair business man's investment.

H., Bangor, Pa.: The Consolidated Arizona Smelting Co. possesses about 725 acres near Mayer and Middleton, Ariz. So far it has been a moderate producer. It is said to be well managed and there is some expectation of dividends. The stock's par value is \$5. It is selling at about \$2, which shows that the enterprise is still speculative. I do not advise purchase of cheap Curb mining stocks, for many of them, after being mined, turn out to be worthless. Better get a seasoned dividend payer.

S., Richford, N. Y.: 1. For return on investment, American Snuff common and American Tobacco common are the best purchases in your first list. Canadian Pacific, Consolidated Gas and Union Tank Line may safely be bought. 2. Of the preferred stocks named by you, I would favor most U. S. Steel and American Smelting. But the others are good business men's investments. 3. Midwest Refining has advanced largely on the report that it is to be absorbed by the Standard Oil interests. It may go higher, but it is always safer to take a large profit.

T., Salt Lake City, Utah: The National Dye & Chemical Co. has evidently no working capital and has only got as far as planning a factory. It asks the public to furnish the money it needs. No outsider can be certain that the secret formulas are of any value and if they are, nobody can tell whether the company would be a success or not. Many dye companies have been organized in the United States and their products are said to be almost as good as the German products. In view of the great competition this company will have, I would not advise purchase of its stock.

C., Niagara Falls, N. Y.: 1. There will be better days for International Paper common after arrears of dividend on the preferred are cleared up. There is a plan now on foot to do this. Should the company continue to have big earnings the common should some day become a dividend payer. Better hold your shares for the present. 2. There is at times no accounting for fluctuations in prices of stocks. They are often due to the psychological state of the investing public. 3. Nevada Consolidated is one of the better second-class dividend-paying coppers. Howe Sound is speculative and low-priced. It may have a future, but is not yielding a return. Corn Products common is a good long-pull. Arrears on preferred are being gradually paid off and the company reports increasing earnings. Wright-Martin is a long-pull which should not be bought until dissension among the managers and some other difficulties are overcome.

D., Echo, Minn.: 1. Price Cereal Co. is a going concern but I am not aware that it is earning enough to make its stock attractive. 2. I cannot advise concerning purchase of land in Texas. The price asked is pretty high. I would not buy unless somebody whom I had confidence had inspected the property and acquired definite information as to

(Continued on page 432)

SAFEST SECURITIES

A CONSERVATIVE policy would prompt all buyers of securities to invest at least a portion of their capital in sound bonds. Many investors have a preference exclusively for stocks because the latter may render a higher yield or may fluctuate more widely, thus offering larger chances for speculative profit. Dividend-paying shares of the seasoned sort are not to be belittled, and they will perhaps always form the major portion of the average investor's purchases. There is reasonable safety in them. But firmer "cornerstones of fortune" are found in the better-class bonds. These are not necessarily gilt edged, but they are well secured. In times of prosperity the issuing corporations have no difficulty in meeting interest charges. In times of depression dividends on stocks may be suspended, but the enterprise must pay interest on its bonds or submit to foreclosure. And in such event the bondholder rarely suffers loss. Their high degree of stability and safety commends good bonds as an indispensable part of any well-established estate.

To the small capitalist bonds which offer ample security and more than mere savings bank interest should be particularly attractive. He cannot afford to take the risk which might not be serious for one of larger means. Many persons are tempted to put their little all into stock issues of no value when they could buy just such bonds as savings banks use to secure their deposits, and could thus make their limited capital entirely safe. There is all the more reason for doing this, because at current market figures there are numbers of bonds which are inviting bargains.

L., Albany, N. Y.: Interest on the adjustment income bonds of the Hudson & Manhattan R.R. Co., due on April 1, was not paid because the company had need of an adequate cash reserve and surplus earnings were retained in the treasury.

H., Wilmington, Del.: It would be safe to buy the B. & O. prior lien 3 1/2's. These bonds are a legal investment for savings banks in New York, Massachusetts and Connecticut and can be bought at a price to yield about 4.35 per cent.

N., Peoria, Ill.: The general 5's of the Indianapolis Union Railway are a well-secured terminal issue, which is shown by the fact that they have been selling to yield only about 4 1/2 per cent. The bonds are guaranteed by three leading roads.

P., Toledo, Ohio: Chicago Great Western first mtg. 4's are regarded as attractive at current market price. The bonds were originally sold at 90, but the other day they were 20 points lower. The road is said to be earning over twice its interest charges.

J., Baltimore, Md.: The Atlantic & Charlotte Air Line first mtg. 5's were offered at 90 1/2 and were oversubscribed. They sold as high as 103, but reacted on profit taking. At present price they yield about 5 per cent. They are regarded as a high grade issue.

T., Buffalo, N. Y.: The two-year 6 per cent. secured gold notes, issued to the amount of \$5,250,000, by the Montreal Tramways & Power Co., Ltd., are quoted at 98 1/2 and interest, yielding 6 1/2 per cent. The notes are secured by collateral valued at over 140 per cent. of the notes.

G., Des Moines, Iowa: The Province of Manitoba 5-year 5 per cent. gold bonds are a direct obligation of the province, payable from general revenue. They are offered at 97.84 and interest, yielding 5 1/2 per cent. Manitoba is a thriving province and this issue should be a safe investment.

K., Yonkers, N. Y.: Purchase of the N. Y. State Railways first consolidated mtg. 4 1/2's would be judicious. They can be bought at a price to yield about 5 1/2 per cent. The company is controlled by the N. Y. Central and operates electric roads in Rochester, Syracuse and other cities. Net earnings exceed twice the interest charges.

W., Bridgeport, Ct.: The Shawmut Steamship Co.'s equipment mtg. 6 per cent. gold coupon bonds amount to \$1,200,000 and are in the denomination of \$1,000. They are sold at prices to yield 5 1/2 to 6 per cent., according to maturity. The bonds are secured on two steamships costing more than twice the total of the issue.

G., Topeka, Kans.: So. Pac. first ref. 4's sold recently at a price to yield about 4.45 per cent. These bonds are a legal investment for New York savings banks, yet they are selling lower than before they met the requirements of the New York law. The bonds are a direct obligation of the railroad and are guaranteed, principal and interest, by the So. Pac. Co.

S., Toronto, Ont.: Can. Australian, as well as other foreign, securities are being floated in the American market. The Melbourne Electric Supply Co.'s 5-year 6 per cent. general mtg. conv. gold bonds are being offered at 96 1/2 and accrued interest, yielding 6 1/2 per cent. These bonds aggregate \$1,250,000 and come in denominations of \$500 and \$1,000. They seem to be well secured and net earnings for the fiscal year ending Aug. 31, 1916, were nearly three times interest charges. The company pays good dividends on its stocks.

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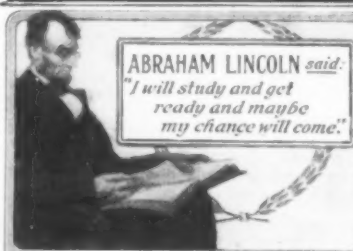
Business men, bankers and investors are anxious to keep posted as to the effect in the financial and business world, of the great events which are transpiring. A current magazine recently said:

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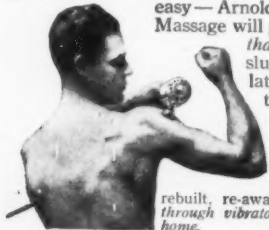
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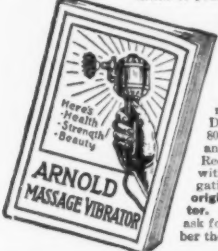
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AGENTS

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A WORLD BEATER

AMERICAN PRODUCTS CO., 7748 3rd St., CINCINNATI, O.

JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 431)

its prospects. 3. I do not consider Coffeehouse Manufacturing a safe stock. It would not be offered to you at half price if its prospects were bright.

New York, April 5, 1917.

JASPER.

FREE BOOKLETS FOR INVESTORS

Georgia farm mortgages yielding 5½ to 6 per cent. are handled by the Sessions Loan and Trust Co., Drawer 5, Marietta, Ga. The company invites correspondence from interested investors.

The U. S. Trust & Savings Bank, Dept. 8, Jacksonville, Fla., pays 5 per cent. on savings accounts banked with it by mail. The accounts are protected by a fund in the State Treasury. Write to the bank for its booklet.

"The Bache Review," which interprets happenings of the times and makes suggestions for investment, would be useful to every investor. Copies may be had on application to J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

Bonds yielding 4 to 5½ per cent., accepted as security for postal savings bank deposits and free from income tax, may be had of the First National Bank, Dept. 5, Columbus, Ohio. Write to the bank for its free booklet, "Bonds of Our Country."

The motor companies are said to be overcoming the cost of higher materials and labor. Investors in doubt as to the future of motor stocks will be better able to reach a decision by reading Statistical Book on the motor companies issued by L. R. Latrobe & Co., 111 Broadway, New York. Ask for Book No. 10.

Among the declared merits of the first mortgage 5½ serial bonds safeguarded under the Straus plan are safety of principal, prompt payment, choice of maturities, wide diversification and stability. Full particulars are contained in Investment List No. B-703 mailed free by the long-established house of S. W. Straus & Co., 150 Broadway, New York, and Straus Bldg., Chicago.

Secured certificates paying 6 per cent. and for sale in convenient denominations are offered by the Salt Lake Security & Trust Co., Salt Lake City, Utah. The certificates are based on improved real estate and are guaranteed by the company, whose resources exceed \$2,500,000. Booklet and information will be furnished by the company on request.

Any one saving \$15 a month can buy such securities as are favored by large and successful investors. Help! partial payment suggestions meeting various requirements are outlined in Circulars M-1 and T-4, prepared and sent without charge by John Muir & Co., the widely known specialists in odd lots and members New York Stock Exchange, 61 Broadway, New York. They are well worth reading.

Porto Rican financial securities have begun to attract attention. Among these are the 5 per cent. tax-exempt bonds of San Juan, capital of Porto Rico. The city's record is good and a sinking fund provided for this issue will be under control of the government of Porto Rico. An explanatory circular will be sent on request by the Tillotson & Wolcott Co., investment bankers, Cleveland, Ohio and 115 Broadway, New York.

A new type of investment enables persons of limited means to participate in the prosperity of a long-established timber corporation. Profit-sharing bonds issued by the James D. Lacey Timber Co., 332 South Michigan Ave., Chicago, are first mortgage issues bearing 6 per cent. interest, plus profits. The bonds come in denominations of \$100, \$500 and \$1,000. Write to the company for Lacey Booklet T-204, which gives complete details.

The seriousness of the commodity situation is apparent to almost every live business man, but constructive suggestions as to the safest course to pursue are conspicuous by their absence. The Babson Statistical Organization, Wellesley Hills, Mass., specializes to a great extent in this field and is willing to give its best judgment gratis to business men who take the trouble to write to it. Ask Dept. L-44, of this organization for its latest bulletin on the commodity and commodity price situation. It is well worth while.

Many nations are piling up war debts, and the United States is likely soon to be among the number. Every investor should be familiar with the story of our war financing and its bearing on national growth. This can be learned from "War Loans in the United States," a timely and interesting booklet issued by the Guaranty Trust Co., 140 Broadway, New York, which will be sent to any applicant gratis. The booklet tells how American wars since 1776 have been financed and how war debts discharged, the economic effect of war loans in this country and in Europe, and states the opportunities offered for the future.

THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

WOOD SENT TO "COVENTRY"

GENERAL LEONARD WOOD, senior

officer of our army, has done more to stimulate preparedness than any other man in the army or in civil life. General Wood has told the people the truth about the army and its needs, declaring that any effective reorganization of our military system would have to begin with the War Department. To satisfy their grudge against the man who pitilessly exposed their weakness the politicians in and behind the War Department have divided the Eastern Military Department of which General Wood was the head into three parts and given him the choice of Manila, Hawaii or Charleston. General Wood took the last. Coming at a time when New York, in the event of hostilities, will become the most important base of supplies and operations of our military forces, the transfer of General Wood is a blow at national defense that should not go unrebuked. C. S. Thompson, founder of the American Defense Society, calls it "the crowning blunder of an Administration which has made a splendid record on the score of unpreparedness." Not less deserving of condemnation is the treatment of Rear Admiral Fiske by the Navy Department. Although there is no better officer of the Navy than Admiral Fiske, he has committed the unpardonable crime of speaking the truth about the Navy. Secretary of the Navy Daniels has retaliated by putting the muzzle on him and by declining to call him from the retired list so that he might give his services to the country.

UNIVERSAL SERVICE

DEMOCRATIC

THE adoption of a military system adequate to the defense of the country is the most pressing question of the hour. In a time of national emergency there should be no quibbling, no effort to preserve, on the ground of sentiment, a system which experience has discredited. It is not encouraging, therefore, to note the opposition to universal training of National Guard delegates to the National Defense Convention. The volunteer system does not meet the demands of modern warfare. The defense of a nation is a national problem, and cannot be met by forces part of which are under Federal and part under State control. No nation could defend itself

with forty-eight little armies more or less subject to political control. The Federal Government, which is bound to maintain the rights of its citizens, should have complete control of the military forces in that defense. Such a national force should be fed by a system of universal training of all able-bodied male citizens.

It is a corollary of democracy that every man enjoying the benefits of a free government should be united in its defense. Switzerland for many years has had a compulsory system which fully equips a man for military service at the age of twenty. In the mid-summer of that year he serves 60 days in training, but the average service from twenty to forty-two is but nine days a year. The Chamberlain bill, which failed of passage in the 65th Congress, provides that all able-bodied male inhabitants twelve to twenty-three years of age be liable for military and naval training for a total period of two years. Raw, untrained troops have always met disaster, and never more so than in present-day methods of fighting. Public opinion, as expressed in the press, is solidly behind a system of universal training for the nation's defense.

ENGLAND

CHANGES

FRONT

ON SUFFRAGE

IN England, the home of the militant suffragist, the war has worked a tremendous transformation in the attitude of political leaders toward woman suffrage. Premier Lloyd George, Mr. Asquith and Chancellor of the Exchequer Law have all come out in favor of votes for women, and the House of Commons has expressed its approval by a 279 majority. Mr. Asquith stated that his opposition to woman suffrage had always been based solely on considerations of public expediency, but that women had now worked out their own salvation in the war, which could not be carried on without them. In the same vein the Premier paid warmest tribute to the devotion, courage and zeal of the women munition workers and said it would be "an outrage not to give women the vote when the nation came to recast the whole industrial fabric after the war is over." This is a far cry from window-smashing, riots and forcible feedings. If women are to get the vote in England and even in the new Russia it ought not to be long before they have it in America.



WAR BABIES

"FIRST NATIONAL BANK," by James Montgomery Flagg, and "WAR BABIES," by Will Rannells, are two Judge covers that our readers have liked very much. They have been made up into Art Prints, mounted on a heavy mat, 9 x 12, ready for framing.

Both pictures are, tinted in full colors, exactly as they appeared on the covers of Judge, and they make an attractive decoration for any room.

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24TH, 1912.

OF LESLIE'S WEEKLY, PUBLISHED WEEKLY, AT NEW YORK, N. Y., FOR APRIL 1, 1917.

State of NEW YORK }
County of NEW YORK }

Before me, a Notary Public in and for the State and County aforesaid, personally appeared Reuben P. Schleier, who, having been duly sworn according to law, deposes and says that he is the Business Manager of LESLIE'S and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24th, 1912, embodied in section 443, Postal Laws and Regulations, to wit: 1. That the names and addresses of the publisher, editor, managing editor, and the business manager, are: Publisher, Leslie-Judge Co., 225-5th Ave., New York, N. Y.; Editor, John A. Schleier, 225-5th Ave., New York, N. Y.; Man. Ed., Conklin Mann, 225-5th Ave., New York, N. Y.; Bus. Man., Reuben P. Schleier, 225-5th Ave., New York, N. Y. 2. That the owner is, and stockholders owning or holding 1 per cent. or more of total amount of stock are: Owner, Leslie-Judge Co., 225-5th Ave., New York, N. Y. Stockholders: John A. Schleier, 225-5th Ave., New York, N. Y.; Anthony N. Brady Estate Co., 54 Wall St., New York, N. Y.; 3. That the known bondholders, mortgagees, and other security holders, owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: John A. Schleier, 225-5th Ave., New York, N. Y.; Mary Peckham Schleier, 710 Madison Ave., Albany, N. Y.; Reuben P. Schleier, 225-5th Ave., New York, N. Y.; City Real Estate Co., 176 Broadway, New York, N. Y.; Anthony N. Brady Estate, 54 Wall St., New York, N. Y. 4. That the two paragraphs next above, giving the names of the owners, stockholders and security holders, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him. Some stock and bondholders may represent others. If so, affiant does not know whom they represent. Reuben P. Schleier, signature of the Business Manager, sworn to and subscribed before me this 20th day of March, 1917.—A. Edward Rollauer, Notary Public, Queens County No. 962. Certificate filed in New York County No. 39. New York County Register's No. 7065. Commission Expires March 30th, 1917.

THE PRESIDENT AND HIS CABINET



ON THESE MEN FALLS THE DIRECTION OF THE NATION IN THE WAR

At the head of the table sits President Wilson with Mr. McAdoo, Secretary of the Treasury, at his left. Mr. Lansing, Secretary of State, is seated at the President's right, while Mr. Baker, Secretary of War, sits next to him. Mr. Gregory, the Attorney General, appears between Mr. McAdoo

and Mr. Daniels, Secretary of the Navy. Next to Mr. Daniels is Mr. Houston, Secretary of Agriculture and Mr. Wilson, Secretary of Labor. Next to Mr. Baker are, in order, Mr. Burleson, the Postmaster General, Mr. Lane, Secretary of the Interior, and Mr. Redfield, Secretary of Commerce.

THE COUNTRY NEEDS THESE MEN



THEODORE ROOSEVELT

The world recognizes former President Roosevelt as the greatest among America's men of action. While it is known that he desires to serve in the Army, millions of his countrymen would prefer to see him made Secretary of the Navy in a coalition cabinet.



LINDLEY M. GARRISON

Mr. Garrison, when Secretary of War in President Wilson's cabinet, advocated measures which, had they been followed at the time, would have placed this country on a proper military basis. Many hope he will be called again to Washington.



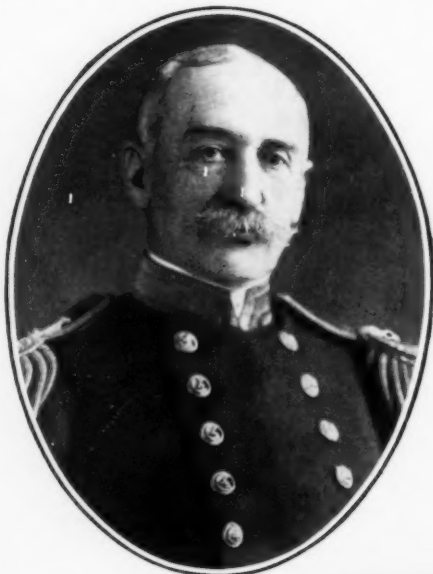
ELIHU ROOT

Behind Elihu Root stands a record as Secretary of War, Secretary of State and United States Senator, unexcelled by that of any other statesman in the history of the Union. Men who appreciate fully the gravity of the crisis believe the President should call him to the cabinet.

OUR LEADERS ON LAND AND SEA



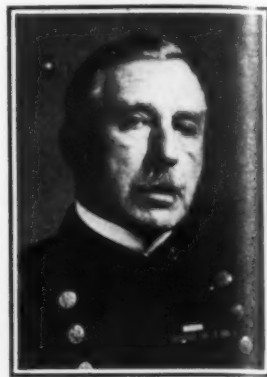
ADMIRAL HENRY T. MAYO
The commander of the Atlantic fleet, the most important fighting force America has



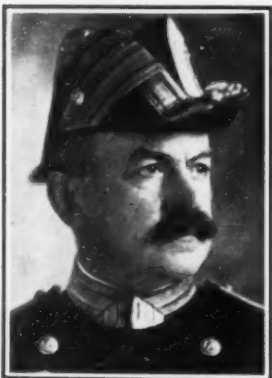
ADMIRAL WM. S. BENSON
As chief of naval operations, Admiral Benson is the most important officer in the Navy. Under the Secretary of the Navy he has control of all operations of the fleet and of all preparations of plans for its use in war. He is the advisor of the naval department and has the direction of the many branches of the service such as radio, aeronautic engineering and the naval defense districts.



MAJOR GENERAL HUGH L. SCOTT
The Chief of Staff may be called the Commander-in-Chief of the Army. As the head of the General Staff and the military advisor of the President and the Secretary of War, he virtually controls the military policy of the country. To the work of the general staff is credited the present efficiency of our regular army. General Scott is looked upon as one of the most able men in the country's service. He has the full confidence of the government, the army and the public.



MAJOR GENERAL LEONARD WOOD
General Wood is to command the Department of the Southeast. He is probably the best known officer in either branch of the service.



REAR-ADMIRAL FRANK F. FLETCHER
The officer who commanded so ably at Vera Cruz in 1914. At present he is a member of the General Board at Washington.



VICE-ADMIRAL DE WITT COFFMAN

He is the commander of the battleship force of the Atlantic fleet and the second in command of the entire fleet. Under his direct charge are the most powerful ships in the service.



MAJOR GENERAL GEORGE BARNETT
Commander of the Marine Corps.



ADMIRAL ALBERT G. WINTERHALTER
He commands the Asiatic fleet, third in size and importance in our Navy.



MAJOR GENERAL HUNTER LIGGETT

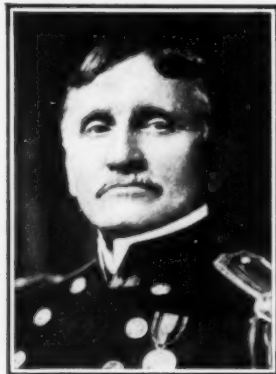
Under the recent reorganization order, General Liggett succeeds General Bell in command of the Western Department. He was in command of the Philippines.



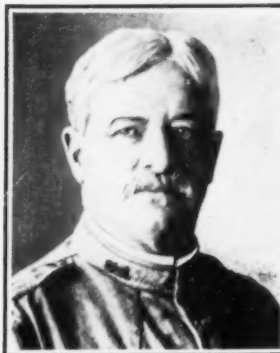
MAJOR GENERAL JOHN J. PERSHING
He is now in command at the Mexican border.



REAR-ADMIRAL ALBERT GLEAVES
The commander of the destroyer force of the Atlantic fleet.



ADMIRAL WILLIAM B. CAPERTON
In the Pacific fleet which he commands are cruisers of various classes, gunboats and torpedo boats. This fleet is far weaker than that in the Atlantic, because the Navy Department planned to make the Panama Canal a gateway through which the stronger fleet might be utilized in either ocean.



BRIGADIER GENERAL EDWARD H. PLUMMER
In command of the Panama Canal Zone.



BRIGADIER GENERAL CLARENCE R. EDWARDS
When the new Department of the Northeast becomes effective, May first, General Edwards, who has been in charge of the Canal Zone, will become its first commander.



MAJOR GENERAL THOMAS H. BARRY
General Barry commands the Central Department with headquarters at Chicago.



REAR-ADMIRAL ALBERT W. GRANT
He commands the submarines in the Atlantic fleet.



MAJOR GENERAL J. FRANKLIN BELL
General Bell is the new commander of the East which is looked upon as the most important post in the country.



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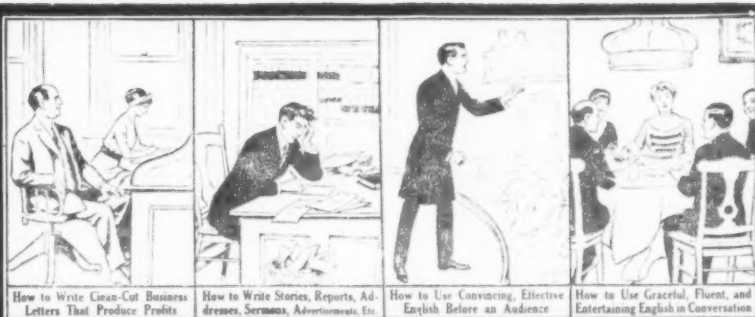
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